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SECRETARY OF THE AIR FORCE

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VOLUME 1

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Flying Operations

B-52 AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the B-52. This volume does not apply to the Air National Guard (ANG) units and members. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/XOFT, for approval prior to publication IAW AFPD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/XOFT, and the user MAJCOM/DRU/FOA office of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph **1.3.** for guidance on submitting comments and suggesting improvements to this volume.

This volume requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this volume are Title 37 USC 301A, Incentive Pay; Public Law 93-294 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); AFI 11-401, *Flight Management*; and E.O. 9397. System of records notice F011 AF XO A, Air Force Operations Resource Management System (AFORMS), applies. The reporting requirements in this volume are exempt from licensing in accordance with paragraph 2.11.10 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Intra-Agency Air Force Information Collections*. The Paperwork Reduction Act of 1974 as amended in 1996 affects this volume. Also, the Air Force Forms Management Program IAW AFI 33-360V2, *Forms Management Program*, affects this volume. Maintain and dispose of all records created as a result of processes precribed in this instruction according to AFMAN 37-139, *Records Disposition Schedule.*

This instruction contains references to the following field (subordinate level) publications and forms which, until converted to departmental level publications and forms, may be obtained from the respective MAJCOM publication office:

Publications: ACCI 11-301, ACCI 11-456, ACCI 11-460, ACCR 50-31(ACCI 11-464), ACCI 10-450V2 and V4, ACCI 14-250, ACCI 33-151, ACCI 10-207.

SUMMARY OF REVISIONS

This change incorporates interim change (IC) 2001-1. A "|" indicates revisions from the previous edition. This change incorporates changes in organizational structure resulting from ACC HQ reorganization, changes the terrain avoidance training requirement to "if applicable", clarifies recurring NVG academic requirements, reduces weapons delivery currencies to conventional and nuclear weapons currency, simplifies the dual seat qualification program for Radar Navigators, adds JSOW initial training program, redefines B-52 RAP sortie definitions, and adds specific AGM-86C retargeting training events. .

Chapter 1

GENERAL GUIDANCE

1.1. References, Abbreviations, Acronyms, and Terms. See **Attachment 1**.

1.2. Responsibilities:

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFPD 11-2. The HQ ACC/DO will:

1.2.1.1. Chair semi-annual CAF Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable ACC active and reserve component representatives and applicable MAJCOM/DO representatives from those MAJCOMs with major weapons systems for which ACC is lead command.

1.2.1.2. Process all change requests.

1.2.2. All major commands (MAJCOM) will, as applicable:

1.2.2.1. Determine training requirements to meet expected unit tasking.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/DOT, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/DOT, and all applicable MAJCOM/DOs a copy of approved supplements to this instruction after publication.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.3. Direct reporting units (DRUs) will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to the MAJCOM and NAF DO/OV, and five copies to each CAF wing/group.

1.2.3.2. Review, update, and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/groups will:

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support. ACC wings/groups will also assist AFRC unit training programs as required/requested IAW the AFRC unit advisory support program.

1.2.4.2. Attach API-6/8 flyers to a flying squadron.

1.2.4.3. Designate the training level to which each API–6 (AFRC: All Flyers) will train. Upon request provide MAJCOM DOT with a list of BMC and CMR manning positions. Review programs and manning position designations annually. Review programs and manning position designations annually. OC/CCs will report changes in position designations as they occur to MAJCOM DOT.

1.2.4.4. If applicable, forward supplements of this instruction and other supporting documents to the MAJCOM for review. Review supplements annually.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Units are required to submit anticipated shortfall reports each quarter to MAJCOM DOT (info copy to NAF DO) (due 31 Jan, 30 Apr, 31 Jul). Prior to submitting the annual report, units are reminded to prorate incomplete training. For training report format; see **Attachment 4**, Training Shortfall report. Negative reports are required.

1.2.5. SQ supervision (AFRC: Appropriate operations supervisor) will:

1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached crew members.

1.2.5.2. Ensure review of training and evaluation records of newly assigned aircrew and those completing formal training, to determine the training required for them to achieve Basic Mission Capable (BMC) or Combat Mission Ready (CMR) and to ensure provisions of this instruction have been met.

1.2.5.3. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See **Attachment 2** for RAP mission definitions.

1.2.5.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.

1.2.5.5. Determine missions/events in which individual BMC crew members will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC aircrew members.

1.2.5.7. Determine how many and which BMC and CMR aircrew will carry special capabilities/qualifications.

1.2.5.8. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.5.9. Determine the breadth and depth of the supervisory review required for weapons delivery recordings.

1.2.5.10. Assist the wing/group in developing the unit training programs.

1.2.5.11. Monitor individual assigned/attached crew member currencies and requirements.

1.2.5.12. Ensure aircrews only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current or under instructor supervision.

1.2.6. Individual crew members will:

1.2.6.1. Hand carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this volume.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified and current or under instructor supervision.

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this volume to MAJCOM XOF/DOT on AF Form 847, **Recommendation for Change of Publication**.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/XO.

1.3.3. HQ ACC/DO will:

1.3.3.1. Coordinate all changes to the basic volume with all MAJCOM/XO/DOs.

1.3.3.2. Process recommendations for change.

1.3.3.3. Forward recommended changes to HQ USAF/XOOT for HQ USAF/XO approval.

1.3.3.4. Address time sensitive changes by an immediate action message.

1.3.3.5. MAJCOM/DOs will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ ACC/DO. This includes making changes, additions, or deletions to this instruction at anytime. These changes may be via MAJCOM supplement, RAP Tasking, or immediate change messages. HQ ACC/DO will be an info addressee on all changes.

1.4. Training. Training programs are designed to progress aircrew from Initial Qualification Training (IQT) or Transition/Re-Qualification Training (TX), to Mission Qualification Training (MQT), and then finally to Continuation Training (CT).

1.4.1. IQT and TX. Provides the training necessary to initially qualify aircrews in a basic position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the aircrew attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for General Officers above the wing level BAQ is not a long term qualification status. Waiver authority for any crew member, other than general officers above the wing level, to remain BAQ for longer than 6 months is MAJCOM DO.

1.4.2. MQT. Provides the training necessary to initially qualify or re-qualify aircrew in a specific position and flying duties to perform the missions assigned to a specific unit. Aircrew maintain BAQ status until they complete MQT. Completion of MQT or an FTU instructor course is a pre-requisite for BMC and CMR.

1.4.3. CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in **Table 4.2.**. These skills (Non-RAP requirements) ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. Ready Aircrew Program (RAP). The CT program is designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following completion of IQT/TX and MQT, aircrew are trained in all the basic missions of a specific unit, unless excepted in **Chapter 3**. The crew member is assigned to either a Combat Mission Ready (CMR) position or a Basic Mission Capable (BMC) position.

1.4.4.1. CMR. The minimum training required for aircrew members to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapon systems.

1.4.4.2. CMR Positions. All CC coded unit active duty API-1/2 positions, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to a flying squadron as CMR. (**EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) API-1/2s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crew members with at least 50%, if available, designated CMR.) [For AFRC: Any API-1/2/6 may be designated CMR at OG/CC discretion.] CMR aircrew maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status, unless waived by appropriate authority. While N-CMR, aircrew may perform missions (including exercises and contingencies) in which they are current, qualified, and either familiar or proficient, similar to BMC aircrew.

1.4.4.3. BMC. The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapon system.

1.4.4.4. BMC Positions. All other active duty wing aircrew positions, not identified in paragraph **1.4.4.2.**, are designated BMC positions. BMC designations are assigned to aircrew who have a primary job performing wing supervision or staff functions that directly support the flying operation, are FTU instructors, weapon school instructors, or operational test aircrew. However, these aircrew are required to provide additional sortie generation capability, either in lieu of, or in addition to, the personnel assigned to the flying squadrons. BMC aircrew maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, aircrew may not perform RAP training sorties without supervision (per paragraph **1.5.4.**) until SQ/CC approved recertification program is complete.

1.4.4.5. N-CMR/N-BMC. Aircrew that regress to N-CMR/N-BMC status will accomplish the requirements according to paragraph **4.6.1.2.**

1.4.4.6. Specialized Training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that is not required by every aircrew. Specialized training consists of upgrade training such as FLUG, IPUG, CSAR upgrade, etc., as well as CT to maintain proficiency and qualification in unit tasked special capabilities and missions. Specialized training is normally accomplished after an aircrew is assigned CMR/BMC status; and is normally in addition to CMR/BMC requirements. Unless otherwise specified, aircrew in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.5. Training Concepts and Policies:

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This volume provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications.

1.5.2. ACC Training Support Squadron (ACC TRSS) will develop and validate training programs when/where tasked by the HQ ACC/DO. Other MAJCOMs may submit requests for training program support to the HQ ACC/DO. If validated, these requests will be prioritized and tasked to ACC TRSS. Designated Test Units (CB) may develop syllabi to upgrade Operation Test Aircrew in support of specific test plans. These syllabi will be approved by the OG/CC and submitted to ACC TRSS.

1.5.3. Units will design training missions to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, threat reactions, Intel briefing/debriefing).

1.5.4. Inflight Supervision:

1.5.4.1. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor of like specialty may be required.

1.5.4.2. Instructor pilots and FL-qualified SQ supervisors may allow any pilot to lead limited portions of a mission if appropriately briefed. Only utilize this provision to allow the pilot to practice events in which they are already qualified or to help determine if the pilot is ready for Flight Lead Upgrade Program (FLUG). In either case, the instructor or SQ supervisor is responsible for the flight.

1.5.4.3. Flight leads may give their wingman the tactical lead for specific tasks. As the tactical lead, the wingman makes tactical decisions for the flight, but the flight lead retains overall authority and responsibility.

1.5.5. Aircrew are not required to accomplish ground and/or ancillary training except as required by AFI 11-202V1, this volume, or AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.5.6. Tactical training will include use of inert and live ordnance, threat simulators, countermeasures, aircrew training devices and dissimilar aircraft as much as possible.

1.6. Ready Aircrew Program (RAP) Policy and Management:

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific weapons qualifications and associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible but minor variances are authorized. Variations may be used as a

basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successfully completing a significant portion of the events applicable to that sortie type, as determined by the SQ/CC and **A2.3.**

1.6.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all missions and weapons events required at CMR.

1.6.5.3. Confirmation that the progressed aircrew can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training, to include a current verification or nuclear certification.

1.6.6. Squadron CC Certification. SQ/CCs will determine and assign aircrew that will train for and maintain special capabilities or qualifications. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements, except for mission commander and flight lead training.

1.6.7. CMR and BMC aircrew will fly the required monthly sortie rate. If unable, refer to Regression, paragraph **4.7.**

1.6.8. End of Cycle training requirements are based on the aircrew's experience level on the last day of the current training cycle.

1.6.9. Units converting to another MDS may fly aircrew in CMR positions at the BMC rate until 1 month prior to the operationally ready date if the UTE rate will not support CMR sortie rates. CMR aircrew should be flown at a CMR rate for the month prior to IOC.

1.6.10. The aircrew training cycle is 12 months 1 October through 30 September (1 July through 30 June for AFRC). Units will complete training requirements during the appropriate training cycle except where specifically excepted.

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see **Attachment 2**) apply to CMR and BMC aircrew as well as those carrying special capabilities or qualifications and are IAW the RAP tasking message. The standard sortie requirements at **Table 1.1.** establish the minimum number of sorties per training cycle for BMC and CMR levels of training. The RAP tasking message takes precedence over this volume, and may contain an updated sortie requirement or missions/events not yet incorporated in **Attachment 2**.

Table 1.1. Minimum Annual B-52 RAP Sortie Requirements (Inexperienced/Experienced).

Applicable MAJCOM	Cycle	BMC	CMR
ACC	RAP Total	24/16	42/38
	3-Month Lookback	6/4	10/9
	1-Month Lookback	2/2	4/3
AFRC	RAP Total	24/16	36/32
	3-Month Lookback	6/4	9/8
	1-Month Lookback	2/2	3/3

1.7.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained. These sorties ensure that aircrew maintain their skills necessary to operate in the civil airspace environment safely.

1.7.3. Collateral or Cost of Business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day to day unit operations. These include but are not limited to instructor sorties, ferry flights, incentive/orientation flights, deployments, and air shows. For the annual training cycle, the MAJCOM allocates a block of sorties to the unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged appropriately.

1.8. Training Records and Reports:

1.8.1. Units will maintain crew member records for individual training and evaluations IAW:

1.8.1.1. AFI 11-202V1, *Aircrew Training.*

1.8.1.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.8.1.3. AFI 11-401, *Flight Management.*

1.8.1.4. AFMAN 37-139, *Records Disposition Schedule*.

1.8.1.5. ACCR 50-31(ACCI 11-464), *Training Records and Performance Evaluation in Formal Flying Training Programs*.

1.8.1.6. AFMAN 171-190V2, *Air Force Operations Resource Management System (AFORMS): Users Manual*, Sections A through K

1.8.1.7. Appropriate MAJCOM directives.

1.8.2. Track the following information for all aircrew (as applicable).

1.8.2.1. Ground training.

1.8.2.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.2.3. RAP sortie requirements and accomplishment using 1-month and 3-month running totals for lookback.

1.8.2.4. Currencies.

1.8.2.5. Weapons employment records in sufficient detail to document all employment attempts as well as to compute Circular Error Probable (CEP) and event hit percentage histories.

1.8.3. Units may fill in AF Form 3526, **AFORMS OMR Event Accomplishment Report**, "NO DATE" events with either the date it was accomplished in FTU, USAFWS, or the unit mission certification date.

1.9. Weapons Delivery Recording:

1.9.1. Crew members will use all available recording devices to document release training (camera film, Tele-optical Scoring System (TOSS) scoring, AVTR, etc.) to the maximum extent possible. Crew members should review their tapes with their flight members.

1.9.2. As a guide the following AVTR items should be reviewed: weapons parameters, accuracy, adherence to Training Rules (TR), communications procedures and discipline, flight discipline, and tactical employment.

1.10. Crew Member Utilization Policy:

1.10.1. Commanders will ensure that wing/group tactical crew members (API-1/2/6s) fill authorized positions IAW unit manning documents and that crew member status is properly designated. The overall objective is that crew members perform combat-related duties. Supervisors may assign crew members to valid, short-term tasks (escort officer, Flying Evaluation Board (FEB)/mishap board member, etc.), but must continually weigh the factors involved, such as level of crew member tasking, flying proficiency, currency, and experience. For inexperienced crew members in the first year of their initial operational assignment, supervisors will limit the non-flying duties to those related to combat activities.

1.10.2. Duties that may be assigned to CAF API-1/2 crew members are weapons and tactics officer, programmer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except AFORMS documentation), SQ Standardization/ Evaluation Liaison Officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned flying safety officers, API-1/ 2s may be attached to the wing/group. API-1/2s will not be attached to wing/group staffs or man wing/group staff positions unless total wing API-1/2 manning is 100 percent or better. CCs will ensure wing/group staff crew members (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.10.3. Crew members will not perform long term duties which detract from primary duties of training for, or performing, the unit flying mission.

1.11. Sortie Allocation Guidance:

1.11.1. Inexperienced API-1/2 crew members should receive sortie allocation priority over experienced crew members. Priorities for sortie allocation are as follows:

1.11.1.1. Formal Training Units (FTU and USAFWS). Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or SEFE duties (to include API-5 pilot physicians not on instructor orders).

1.11.1.2. Combined Formal Training (FTU and USAFWS) and Operational Units. Formal syllabus training, CMR API-1/2, MQT API-1/2, CMR API-6, MQT API-6, BMC, API-5 aircrew physicians, others.

1.11.1.3. Operational Units. CMR API-1/2, MQT API-1/2, CMR API-6, MQT API-6, BMC (to include API-5 aircrew physicians).

1.11.1.4. Test and TES Units. Requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions, API-5 aircrew physicians.

1.11.2. Wing API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Mission Aircraft Inventory (PMAI) are authorized one SQ equivalent of additional RPI/API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipment.

1.11.3. For FTU-only wings, all API-6 aircrew will maintain instructor status (optional for WG/GP CC, FCF pilots, and one other). These wings will fly API-1/2/6 aircrew as required by PFT. For wings consisting of both FTU and operational units, at least one of the following aircrew will maintain formal instructor status: WG/CC, WG/CV, OG/CC, OG/CD.

1.11.4. API-8 (above wing level) rated personnel flying authorizations and test aircrew, will be IAW AFI 11-202V1 and MAJCOM guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events nor maintain lookback requirements. Non-RAP requirements will be accomplished within their BMC number of sorties. Wings are allocated flying hours for attached API-8s.

1.11.5. There is no maximum sortie requirement for CMR aircrew. **Table 1.2.** defines the minimum and maximum sortie requirements for other aircrew. On occasion, unique operations may require aircrew to fly more than the maximum number of sorties authorized. However this may impact training of other aircrew members.

Table 1.2. B-52 Annual Sortie Requirements for Other Than API-1 and 2 Crew Members.

API LEVEL	CT STATUS	UNIT'S AIRCRAFT CODE	ORGANIZATION LEVEL	MAX SORTIE ALLOWANCE (INEXPERIENCED/ EXPERIENCED)
6/8	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	36/32
6 (FTU IP)	BMC	TF or CC	Wing	As required by PFT
6	BMC	Any	Test Unit/Wing	As determined by test program requirements
Any	BAQ	Any	Any	BMC Rate
8	BMC	CC, TF, CB	Above Wing	36/32
5	BMC	CC, TF, CB	All	IAW AFI 11-202V1 as supplemented

1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP tasking message and for all provisions in **Chapter 4**, **Chapter 5** and **Chapter 6** of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is MAJCOM/DOT, unless otherwise stated.

1.12.2. Units subordinate to a NAF will forward requests directly to MAJCOM/DOT and provide their NAF DO with an informational copy.

1.12.3. Waivers to this volume will be valid until the end of the training cycle.

1.12.4. Units will submit an annual report of all incomplete training to MAJCOM/DOT (info copy to NAF/DO/OV) by 31 Oct (31 Jul for AFRC). Prior to submitting the annual report, units are reminded to prorate incomplete training, as detailed in **Chapter 4**, **Chapter 4**, and **Chapter 4** of this volume and the RAP Tasking Message. Reports will be submitted using the format detailed at **Attachment 5**. Specify reasons training was not accomplished, and whether failure to accomplish the training resulted in regression, retraining, or was waived IAW **1.12.1.** Negative reports are required.

1.13. Other Major Commands. MAJCOMs possessing B-52 aircraft as a result of modification or test programs may supplement or change the requirements of this volume as dictated by their individual mission requirements.

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines Formal Training of aircrew members into unit aircraft. Formal Training includes Initial Qualification Training (IQT), and Transition/Requalification/Senior Officer (TX) training. This training will normally be conducted during formal syllabus courses at the formal training unit (FTU) squadron whenever possible. In exceptional circumstances, when FTU training is not available within a reasonable time period, IQT may be conducted at the local unit IAW provisions of this chapter. This local IQT will normally be conducted using appropriate USAF Transition or Requalification Training Course syllabus tracks, flow programs, and requirements. When local IQT is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training locally. The following guidance applies only to other than formal course IQT.

2.2. MAJCOM/DO is approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/DOT. MAJCOM/CC is the approval authority for non-formal course IQT for colonel selects and above to be conducted at the unit to which the officer is assigned.

2.3. Training Management:

2.3.1. HQ ACC/XOFT in conjunction with HQ ACC/XOFM and HQ AFPC/DPAO, determines FTU output requirements and publishes an annual schedule of classes. HQ ACC/XOFM is responsible for initial quota assignments while HQ ACC/XOFT manages direct quota allocations and day to day adjustments.

2.3.2. The FTU determines the annual schedule of classes, and provides qualification training IAW the appropriate course syllabus.

2.3.3. Units and individual crew members must ensure all entry prerequisites and requirements are met. Individuals arriving at the FTU for training without having all prerequisites met or waived (refer to paragraph **2.2.**) may be returned to their home station at their unit's expense.

2.3.4. The FTU notifies HQ AFPC/DPAOC (info HQ ACC/DPTTC/XOFT, HQ AFRC/DOT if applicable, and the gaining unit) when student orders need to be extended beyond the established graduation date. Units will ensure student temporary duty (TDY) orders authorize variations in itinerary.

2.4. Initial Qualification Training (IQT). Qualifies crew members in the B-52. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 IQT syllabus.

2.5. Requalification Training Course (TX Course):

2.5.1. Requalifies non-current B-52 crew members. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 RTC syllabus.

2.5.2. Individuals requiring requalification training may not be assigned to RAP CMR or BMC until completion of MQT.

2.5.3. (N/A AFRC) Units will assign requalified crew members to an active flying position for a minimum of 18 months.

2.6. Pilot Upgrade Program (PUP) Training. Qualifies current B-52 pilots as aircraft commanders. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 PUP syllabus.

2.7. Navigator Upgrade Program (NUP) Training. Qualifies current B-52 navigators as radar navigators. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 NUP syllabus.

2.8. Combat Flight Instructor Course (CFIC):

2.8.1. Prepares unit personnel for instructor qualification. CFIC attendance is a prerequisite for the flight instructor status. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) the B-52 CFIC syllabus. Attending another aircraft's CFIC does not satisfy B-52 CFIC requirements.

2.8.2. Units will ensure graduates complete their initial instructor evaluation within 60 days after returning from CFIC. Exceeding the specified time period requires squadron commander (SQ/CC) directed additional training. Failure to complete the initial instructor check IAW AFI 11-2B-52V2, *B-52Aircrew Evaluation Criteria*, for any reason, requires appropriate action IAW AFI 11-402, *Aviation and Parachutist Service Aeronautical Ratings and Badges*; and AFI 11-202V2.

2.9. Faculty Training Course (FTC). A formal flight training program designed to qualify B-52 instructors for faculty duties in the FTU. Upon course completion, graduates are fully qualified as FTU flight instructors. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 FTC syllabus.

2.10. Senior Officer Training:

2.10.1. This qualification or requalification training is for senior rated officers (wing commanders, vice wing commanders, operations group commanders and deputy commanders, etc.). Prerequisites are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 Senior Staff Course (SSC)/B-52 Senior Staff Orientation Course (SSOC) syllabus.

2.10.2. The Senior Staff Course (SSC) provides senior officers with the baseline academic knowledge to qualify as an aircraft commander. The officer will also receive simulator and flight training resulting in a qualification for pattern and air refueling (if proficient) as an aircraft commander. Graduates of the SSC will be BAQ qualified pilots, and must complete their MQT training IAW paragraph **3.1.3.1.** to be certified BMC/CMR. Failure to complete full MQT will require approval from ACC/XOF (AFRC/DOT for AFRC) to be certified CMR/BMC.

2.10.3. The Senior Staff Orientation Course (SSOC) leads to no qualification in the aircraft. Allows officers to become familiar with B-52 operations and capabilities by attending the first 10 training days of B-52 SSC academic and simulator training.

2.10.4. If senior officers are in training at the FTU and assigned to the same wing or completing training in-unit, they will be placed in formal training status, and unit duties will be turned over to the

appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by the MAJCOM/CC.

2.11. Weapons Instructor Course (WIC). A formal flight training program designed to qualify B-52 instructors as USAF Weapons Officers. Upon completion, graduates are fully qualified Weapons Officers and awardED a "W" AFSC prefix. The course is conducted at Det 5, 57 WG. Prerequisites are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 WS syllabus.

2.12. Instructor Weapons Officer Upgrade (IWUG). Training and instruction required to upgrade a returning graduate of the B-52 Weapons Instructor Course (WIC) to instructor status in the Weapons School (WS). Upon course completions, graduates are fully qualified as USAFWS instructors. Prerequisites are listed in Air Force Education and Training Course Announcements (ETCA) and IWUG syllabus B5200IDIAB/JB/EB.

2.13. EW Simulator Supervisor Course. Trains EWOs in the fundamentals and concepts to qualify as simulator supervisor in the AN/ALQ-T4 Electronic Warfare Simulator. Prerequisites are listed in ETCA.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training (MQT) is a unit developed training program that upgrades newly assigned aircrew to BMC or CMR in order to accomplish the unit's missions. Guidance in this chapter is provided to assist the unit in developing their MQT program. Units are allowed to further tailor their program for all aircrew based on current qualification, experience, currency, documented performance, and formal training. Applicable portions of MQT may be used to create a requalification program for aircrew who have regressed from BMC or CMR to specifically address deficiencies which caused regression. All training events accomplished to the required proficiency level during syllabus directed training are creditable (if applicable) for MQT. Accomplish waived FTU proficiency items prior to declaring the individual BMC or CMR.

3.1.1. Qualifications and flight evaluations may be accepted from other MAJCOMs, if they meet the MAJCOM and unit standards as determined by the SQ/CC.

3.1.2. Local MQT programs should consist only of ground and flying training applicable to unit tasking. Upon completion of this training, the crew members will be certified CMR or BMC by the SQ/CC.

3.1.3. MQT will be completed within the time specified by each MAJCOM below. Training starts no later than 7 work days after the crew member is on base and has been cleared for flying duties. Training is complete upon SQ/CC certification to BMC or CMR.

3.1.3.1. For ACC, failure to complete training within specified time limit requires notification by OG/CC or above via message/E-Mail, to HQ ACC/XO and HQ ACC/XOF. Message will contain crew member's name, rank, crew position, reason for delay, planned actions to rectify, and estimated completion date. For units without a dual mission tasking (nuclear or conventional), all MQT will be completed within 90 days (6 months for graduates of the SSC). For units with a dual mission tasking (nuclear and conventional), all MQT will be completed within 120 days (6 months for graduates of the SSC)..

3.1.3.2. For AFRC, notify the HQ AFRC/DO and NAF/DO if training exceeds 120 calendar days.

3.1.4. Nuclear certification will be accomplished during MQT, IAW ACCI 10-450V2, *Nuclear Committed Aircraft--Nuclear Planning Factors*. Initial conventional verification of the unit's tasked mission will be accomplished as a part of MQT completion (AFRC: 120 days). Failure to complete conventional verification will prevent designation as CMR. Suggested briefing guide is in **Attachment 3**. Each crew member will demonstrate to a formal board a satisfactory knowledge of the squadron's assigned mission. Board composition will be established by the SQ/CC. Desired composition is SQ/CC or Operations (OPS) Officer (chairman), weapons officer, electronic combat, intelligence, and plans representatives.

3.1.5. Crew members may occupy a primary crew position during a conventional HHD/FLAG mission if they have completed all conventional MQT requirements. The same applies to nuclear HHD/FLAG missions, if all nuclear MQT requirements are complete.

3.1.6. Currency and frequency dates are established by the date the appropriate event was last accomplished, regardless of training status.

3.2. Ground Training. Units are responsible for ensuring blocks of instruction covering areas pertinent to the mission are accomplished as determined by the SQ/CC. Training accomplished during IQT may be credited towards this requirement. If applicable, ground training should include all items in **Table 4.1.** plus the following as applicable:

3.2.1. Unit tasking.

3.2.2. Weapons training including unit special capabilities.

3.2.3. Unit tactics and employment.

3.2.4. Chemical defense training IAW ACCI 11-301, *Aircrew Life Support Program.*

3.2.5. Aircraft servicing.

3.2.6. Nuclear emergency action procedures.

3.2.7. Flash blindness protection.

3.2.8. Nuclear surety training.

3.2.9. Local area survival (See ACCI 11-301).

3.3. Simulator Training:

3.3.1. MQT crew members should fly the missions outlined below as typical RAP profiles. Each training device mission will include selected critical action emergency procedures and instrument procedures. Training events accomplished in IQT/MQT are creditable.

3.3.2. For units without a Weapons Systems Trainer (WST) and AFRC, OG/CC will approve locally developed programs (academic or flight training) to accomplish the objectives of the WST training. Queen Bee missions to an operational WST are the preferred method.

3.3.2.1. WST MQT-1Conventional Weapons Employment Procedures. Heavyweight takeoff, heavyweight air refueling, weapons deliveries, jettison procedures, EC equipment operation, threat recognition and defensive reactions, emergency divert procedures, and hung ordnance procedures. This WST will include Local Area Orientation/Instruments, normal ground operations, standard departure(s), navigation, divert procedures, EPs, emergency airfield procedures and approaches, and published penetration and approach to primary alternates and home base. Additionally, the Aircrew Chemical Warfare Defense ensemble will be worn as directed in **Attachment 2**, Glossary of Events.

3.3.2.2. WST MQT-2--Nuclear Weapons Employment Procedures (As Required). Quick Taxi/EWO Departure Exercise, heavyweight takeoff, EC equipment operation, fuel transfer for CG considerations, missile launch procedures, jettison procedures, threat recognition and defensive reactions, emergency divert procedures, hung ordnance procedures, navigation, EPs, and Airborne Radar Approach.

3.4. Flying Training. Units must prepare a training program designed to mission qualify the individual and prevent regression of proficiency gained at the FTU. The appropriate mission segments from those listed below will be integrated to upgrade to BMC or CMR. Unit-developed MQT programs should use profiles typical of squadron missions.

3.4.1. Sortie Objectives. The Local Area Orientation (LAO)/Instrument element is mandatory for pilots. Additionally, the nuclear sortie must be accomplished for dual tasked units. The remaining elements are suggested profiles that may be adjusted based on unit tasking.

3.4.1.1. LAO/Instrument (IP Required). Objectives: Local area orientation and local instrument procedures. Specific Tasks: Local area familiarization, overflight/approach(es), and local instrument procedures. This is mandatory unless the pilot is flying in the same local area as in IQT. This should be accomplished on the pilot's first sortie in the local area and may be combined with any of the other profiles.

3.4.1.2. Formation. Objective: Practice/review formation procedures. Specific Tasks: Formation departure, enroute formation, lost wingman procedures, position change procedures, element coordination, low level stream, and formation bombing (high and low).

3.4.1.3. Threat Area Penetration. Objective: Execute tactical mission employment and defensive maneuvers with emphasis on formation integrity. Specific Tasks: Perform FENCE/EMCON checks, threat detection and mutual threat situation coordination, fighter intercepts, and threat reactions with emphasis on AFTTP 3-1V19 maneuvers in formation.

3.4.1.4. Conventional Weapons Employment. Objective: Plan and execute effective weapons deliveries. Specific Tasks: Plan weapons delivery considering target type and current targeteering/weaponeering data (JMEM/CWDS). Plan ingress routing considering timing, threats, pilot visual cues and alternate release options. Accomplish weapons release within the planned criteria and evaluate effectiveness based on impact score relative to desired results (Probability of Damage).

3.4.1.5. Night Employment. Objective: Plan and execute night weapons deliveries. Specific Tasks: Plan routing for NVG assisted ingress considering predicted illumination levels, visibility and weapons/flare effects. Perform weapons delivery using the Weapons Employment criteria referenced in para **3.4.1.4.** See paragraph **3.9.** for night TA initial qualification training requirements if applicable.

3.4.1.6. Low Level Employment (LLE)(If applicable). Objective: Plan and execute low altitude ingress, weapons delivery, and egress. Specific Tasks: Perform low altitude tactical navigation, threat area penetration, weapons delivery, and target area egress.

3.4.1.7. High Altitude Employment (HAE). Objective: Plan and execute effective high level weapons deliveries. Specific Tasks: Perform high altitude tactical navigation, threat area penetration, weapons delivery, and target area egress.

3.4.1.8. Nuclear Strike. Objective: Plan and execute a nuclear strike mission. Specific Tasks: Refer to unit Designed Operational Capability (DOC) for specific training requirements. Quick Taxi/SIOP Departure training for pilots will conform to paragraph **A2.3.4.**

3.5. Transferring Between Units. BMC or CMR individuals transferring between units will complete MQT as determined by the gaining unit SQ/CC. Training should be based on experience, proficiency, currency, and previous formal training of the transferring individual. If the gaining unit's assigned weapons are different, accomplish Weapons/Tactics academics as required. BMC or CMR individuals transferring between units must complete the Unit Mission Briefing. Additionally, for dual tasked units, crew members must also complete all the Nuclear Functional Training in **Table 4.1.**. Also, see paragraph **3.8.** regarding Comm Orientation.

3.6. Dual Tasked Units. Conventional and nuclear MQT may be accomplished concurrently. Individuals transferring from a conventional-only unit to one with a nuclear tasking must complete all nuclear mission training prior to being declared CMR. This also applies for BMC crew members that will maintain a nuclear qualification.

3.7. Flight Surgeon:

3.7.1. Ground Training. IAW AFI 11-202V1, give assigned and attached flight surgeons every opportunity to fly in the unit's primary mission aircraft. Flight surgeons who are assigned to tactical units and who have not previously flown the unit-assigned aircraft will accomplish the following before the initial flight briefing: Aircraft general review; hanging harness training (as applicable); egress training, and protective equipment training, and crew resource management (CRM) training (one-time) in primary assigned aircraft.

3.7.2. Flight Training. The first flight in the unit-assigned aircraft will be with an IP and may be flown in conjunction with any other training sorties. The briefing and sortie will emphasize crew coordination, communications and equipment, instrument interpretation.

3.8. Communications Training:

3.8.1. (N/A: AFRC) Crews must follow procedures IAW the Aircrew Communication Flimsy, or ACCI 11-2B-52V3, *B-52Operations Procedures*; and local directives. Units will develop local training requirements for their missions.

3.8.2. Transferring Between Units. Combat Crew Communications will design a course to introduce newly assigned crew members to the appropriate local documents and procedures. Crew members will be briefed on their responsibilities for issue, handling, use, turn-in, and destruction of COMSEC material. Included in these briefings are the command and control division's aircrew training brief and Spectrum Interference Resolution reporting, previously referred to as Meaconing, Intrusion, Jamming, and Interference (MIJI). Command and control branches will brief aircrews on any pertinent COMSEC documents. Crew members will receive this training prior to being issued a communications kit. Document this training in the crew member's training folder.

3.9. Night Mountainous TA Qualification: (If applicable.)

3.9.1. Flight Training. Applies to AC/P/RN/N. Once proficiency has been demonstrated to an instructor of like specialty, in IQT or MQT, a crew member is considered qualified in night mountainous TA operations. Document this qualification in the crew member's training folder, with concurrence of the SQ/CC.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines ground and flying training requirements for CMR, BMC, and BAQ crew members. Refer to **Chapter 6**, Specialized Training, for additional training program specifics. Crew members must be qualified IAW AFI 11-202V1, AFI 11-202V2, AFI 11-2B-52V2, and ACCI 11-301. Additionally, they must complete IQT or SSC to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.2. Ground Training. Unit commanders will ensure crew members accomplish academic training requirements. Commanders may direct additional training as necessary to ensure all crew members attain and maintain a state of proficiency which will permit immediate and successful completion of the assigned mission. An individual who instructs a class receives credit for that academic training requirement. Ground training accomplished at the FTU, USAFWS, or other approved training courses may be credited toward CT requirements for the training cycle in which it was accomplished. The following programs comprise ground training only. **Chapter 6** contains specialized programs with both flying and ground training requirements.

4.2.1. The unit operations group commander (OG/CC) is responsible for establishing and maintaining the academic training program. The OG/CC may delegate to the unit OPRs and the Operations Support Squadron (OSS) the responsibility for complying with applicable requirements.

4.2.2. Physiological Training. IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements.

4.2.3. Instrument Refresher Course (IRC). Guidance for development of unit IRC programs, including recommended topics and subject outlines, course length, and methods of instruction is contained in AFMAN 11-210V1, *Instrument Refresher Course Program*. IRC is accomplished according to AFI 11-202V1 and applicable MAJCOM supplements. The purpose of the IRC is to ensure aircrew possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

4.2.4. Life Support Training. Aircrew Life Support Continuation Training (ALSCT). Includes the training directed by AFI 11-301, *Aircrew Life Support Program*; and mandated in **Table 4.1.** of this volume Life Support training consists of egress, ejection, hanging harness, and personal survival equipment. Water/local area/combat survival training includes applicable Escape and Evasion training and Resistance training.

4.2.5. Survival, Evasion, Resistance, and Escape (SERE) Code of Conduct Continuation Training (CoCCT). SERE CoCCT will be conducted IAW AFI 36-2209, *Survival and Code of Conduct Training*; and MAJCOM supplements thereto, AFI 11-301, *Life Support Programs*; and AFI 14-105/ as supplemented, *ACC Unit Intelligence Functions and Responsibilities*. SERE CoCCT will be a coordinated Intelligence, Life Support, and Survival effort.

4.2.6. Aircrew Training Device:

4.2.6.1. **Table 4.4.** depicts the minimum training requirements. MAJCOMs will determine the minimum number/type of Aircrew Training Device (ATD) missions that require supervision. Units should determine additional CT training device supervision requirements based on expected

employment tasking, and mission training objectives. Independent operations may be conducted in the CPT, OSMT or AN/ALQ T-4.

4.2.6.2. Units with WSTs will ensure scenarios are based on expected employment tasking and training device capabilities. Emphasis should be placed on training not readily attainable during daily flying activities.

4.2.6.3. Simulator Certification (SIMCERT). Det 5, 29 TSS, 53 Wing, will certify the ATD to command standards before crediting transfer of task learning from the aircrew training device to the aircrew. See **Table 4.7.** for ATD events that may be logged for event completion and currency. Checkride completion may be accomplished per AFI 11-2B-52V2 for events certified Code 1 through SIMCERT. **Table 4.7.** only lists non-RAP and RAP events that pertain to continuation training. It is not an all inclusive list of events that are creditable in the ATDs. Refer to annual SIMCERT Report B-52 WST for an all inclusive list of creditable events.

4.2.7. Situation Emergency Procedures Training (SEPT):

4.2.7.1. This training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. This training should present a situation and discuss crew actions necessary to cope with the malfunction and carry it to a logical conclusion. Critical action procedures (if applicable) and squadron special interest items should be emphasized.

4.2.7.2. Incorporate the following elements into squadron SEPT training programs:

4.2.7.2.1. SQ/CC or DO involvement in the selection of a monthly SEPT topic.

4.2.7.2.2. Develop SEPT scenarios using B-52 mishaps/incidents as baseline cases.

4.2.7.2.3. Discuss at least two EPs during the SEPT session.

4.2.7.2.4. Accomplish two SEPTs with an instructor/squadron supervisor each training period.

4.2.7.3. This training will be accomplished each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

4.2.7.4. SEPTs should be accomplished as small flight-sized groups in order that all members participate to the full extent and share equal time responding to emergency situations. SEPTs may be accomplished in an ATD, if available.

4.2.7.5. Completion of a WST Emergency Procedure (EP) profile satisfies the monthly SEPT requirement.

4.2.7.6. Formal course student SEPTs may satisfy the monthly SEPT requirement for the instructor who administers this training.

4.2.8. Continuation Ground Training is required for all Air Force personnel. Frequency for this training will be IAW this volume (see **Table 4.1.**).

4.2.8.1. Course Description Format. **Attachment 2** contains a standardized definition to describe some courses. The purpose is to provide units the basic information concerning the course. It is not to be considered a lesson plan.

4.2.9. Weapons/Tactics Academic Training. Units will establish a weapons/tactics academic training program to satisfy MQT and CT requirements. Training is required in each training cycle. Audiovisual programs may be used in place of academic instruction.

4.2.9.1. USAF Weapons School Graduates are the preferred academic instructors.

4.2.9.2. Instruction should include (as applicable), but is not limited to:

4.2.9.2.1. Conventional Weapons. Description, operation, parameters, fuzing, limitations, preflight, tactics, normal and alternate delivery procedures/techniques. Preflight training should include "hands-on" training with actual weapons loads, if possible, or properly configured training weapons on/off the aircraft. All weapons types (as applicable to unit tasking) with all available weapons/fuze configurations should be covered. Audiovisual aids can be used for unavailable weapons.

4.2.9.2.2. Specialized training emphasizing effective employment to include targeteering/ weaponeering methods (Joint Munitions Effectiveness Manual (JMEM/CWDS)), frag deconfliction, and hung stores procedures.

4.2.9.2.3. Defensive Maneuvering. B-52 defensive maneuvers, AFTTP 3-1 Vol 19, *Tactical Employment – B-52*; techniques/procedures, AFTTP 3-3 Vol 19, *Combat Aircraft Fundamentals-B-52*; and surface-to-air and air-to-air threats from AFTTP 3-1 Vol 2, *Threat Reference Guide*.

4.2.9.2.4. Basic Employment: High and Low tactical employment procedures.

4.2.9.2.5. Nuclear Weapons. Description and effects, safety and security, operation, options, delivery considerations, hands on preflight, arming/dearming, normal and emergency procedures, safe escape, and flashblindness protection for all tasked weapons.

4.2.10. Conventional Verification and Nuclear Certification:

4.2.10.1. Conventional Verification updates crew members on their squadron's wartime mission. Each crew member will participate in a squadron conventional verification every 18 months as a briefer, board member, or seminar participant. Suggested briefing guide is at **Attachment 3**. Each crew member will demonstrate to a formal board a satisfactory knowledge of the squadron's assigned mission. Board composition will be established by the SQ/CC. Desired composition is SQ/CC or OPs officer (chairman), weapons, electronic combat, intelligence, and plans representatives. Crew members who participate in any unit deployment to a tasked theater of operations may receive credit for continuation verification.

4.2.10.2. Nuclear Certification will be accomplished IAW ACCI 10-450V2. Crew members who accomplish a nuclear certification are still required to perform a conventional verifications every 18 months as stated in previous paragraph.

4.2.11. Intelligence. (AFI 14-105, *Unit Intelligence Mission and Responsibilities*; and As supplemented thereto.) The intelligence training program will be closely aligned with the unit's weapons and tactics training program. The focus and extent of academic training will be determined by the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipage. In addition to threat knowledge, crew member training will include:

4.2.11.1. Escape and Recovery (E&R) training prepares crew members for the possibility of evasion, captivity and escape in hostile territory.

4.2.11.2. Collection and Reporting (C&R) training enables crew members to initiate crew member originated reports (Inflight Report [INFLTREP]), Communication Instructions Reporting Vital Intelligence Sighting (CIRVIS), etc., and will familiarize them with the information requirements of the intelligence-generated Mission Report (MISREP) and Intelligence Report (INTREP).

4.2.11.3. Current Intelligence will cover significant military/political developments (including threat updates) in the squadron's mission areas of interest.

4.2.12. Nuclear Surety (If Required). IAW AFI 91-101 and MAJCOM supplements.

4.2.13. US/Russia Prevention of Dangerous Military Activities. Initial, annual refresher, and pre-deployment training for the prevention of Dangerous Military Activities will be conducted to ensure that all pilots are familiar with the agreement and the implementing provisions contained in CFCSI 2311.01. The procedures for the Prevention of Dangerous Military Activities between the U.S. and Russia section of the Flight Information Handbook.

4.2.14. Crew Resource Management (CRM). Each crew member is required to participate in one training session every 24 months (AFRC: Annually) IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and applicable MAJCOM CRM Sup (one-time for flight surgeons).

4.2.15. Communications Training. Units will establish a communications training program. Training is required in each training cycle.

4.2.16. Electronic Combat Training. Ensure all Electronic Warfare Officers possess the knowledge and skills necessary to employ their aircraft's EA equipment against known threat systems. Aircrew training devices will be employed to the maximum extent possible. Specific objectives include:

4.2.16.1. EW related threat system information to include signal analysis, capabilities, limitations, strengths, weaknesses and vulnerabilities.

4.2.16.2. Aircraft EA systems hardware and software capabilities and limitations.

4.2.16.3. Signal ambiguity resolution.

4.2.16.4. Electronic Attack (EA) techniques and application.

4.2.16.5. EW related issues to include training and operational guidance.

4.2.17. Aircraft Servicing. Ensure crew members have the knowledge to service and reconfigure the aircraft for launch.

4.2.18. NVG Academics. All NVG qualified crew members must obtain NVG academics refresher, annually. Refresher training as a minimum will consist of common NVG hazards, MDS specific hazards, limitations and performing preflight adjustment procedures and focusing on an eye chart or the use of a Hoffman 20/20 tester. The use of a mock-up terrain display is encouraged for this training. NVG academics can be obtained during annual Weapons/Tactics Academics training.

4.3. Flying Training. All crew members will accomplish the requirements in **Table 4.2.** (AFRC: **Table 4.3.**) and **Table 4.6.** as applicable. Failure to accomplish these requirements will not affect BAQ, BMC, or CMR status but may require additional training as determined by the SQ/CC. In addition, the following are required:

4.3.1. Basic Aircraft Qualification (BAQ) Requirements:

4.3.1.1. Qualification Evaluation IAW AFI 11-202V2 (As supplemented) and AFI 11-2B-52V2.

4.3.1.2. Currencies (as applicable) IAW paragraph **4.5.**

4.3.1.3. BAQ crew members will fly a supervised sortie (instructor of like specialty) at least once every 60 calendar days. In addition, if a BAQ crew member does not fly for 21 days (inexperienced) or 30 days (experienced), the next sortie must be flown with an instructor of like specialty.

4.3.1.4. BAQ aircrew that remain in BAQ status for more than 6 months will be grounded (except general officers above the wing level and waived aircrew members).

4.3.2. Basic Mission Capable (BMC) Requirements:

4.3.2.1. Performance satisfactory to the SQ/CC.

4.3.2.2. Evaluations IAW AFI 11-202V2 and AFI 11-2B-52V2.

4.3.2.3. Sortie rate (lookback) IAW AFI 11-2B-52V1, **Table 1.1.** and paragraph **4.6.** (N/A API-8).

4.3.2.4. RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this volume and the MAJCOM RAP tasking message.

4.3.2.5. Weapons qualifications IAW RAP tasking message and **Chapter 5**.

4.3.2.6. Currencies (as applicable) IAW paragraph **4.5.**

4.3.2.7. Ground training IAW **Table 4.1.**

4.3.3. Combat Mission Ready (CMR) Requirements:

4.3.3.1. Evaluations IAW AFI 11-202V2 and AFI 11-2B-52V2.

4.3.3.2. Sortie rate (lookback) IAW AFI 11-2B-52V1, **Table 1.1.**, and paragraph **4.6.**

4.3.3.3. RAP sorties, mission types, and events.

4.3.3.4. Weapons qualifications IAW RAP tasking message and **Chapter 5**.

4.3.3.5. Currencies (as applicable) IAW paragraph **4.5.**

4.3.4. Special Capabilities/Qualification requirements:

4.3.4.1. Specialized training IAW **Chapter 6** and applicable syllabi.

4.3.4.2. Sortie requirements IAW the RAP tasking message.

4.3.4.3. Failure to accomplish the requirements specified in this volume or the RAP tasking message requires loss of designation/qualification.

4.3.4.4. Re-certification/Re-qualification is IAW paragraph **4.7.4.**

4.3.5. Designated Test Unit Requirements:

4.3.5.1. Crew members assigned/attached to Test units will accomplish the non-RAP BMC requirements as shown on **Table 4.2.** as applicable. 36 ETS/49 TS crew members will maintain applicable BMC currencies from **Table 4.6.**. 49 TS will also accomplish BMC ATD requirements as stated in **Table 4.4.**.

4.3.5.2. The squadron commander of the Test unit will certify the crew member's capability to perform the specific test function(s).

4.4. Special Categories:

4.4.1. Instructor. All instructors may log up to 50% of their requirements from the instructor position except as noted in **Attachment 2**. The instructor must occupy a crew position and perform the duties of that position on a portion of each instructional sortie in order to log the accomplishment of a RAP event above the 50% baseline. Currencies must be updated in the seat.

4.4.2. FTU Instructor. (Also Det 2, USAFWS and 49 TES) FTU instructor is not a RAP category, however, FTU instructors must maintain combat capability. FTU instructors will fly at the BMC experienced rate. To maintain BMC, FTU instructors must be certified to perform the unit mission and maintain the currency and event totals in **Table 4.2.** and **Table 4.6.**. An FTU instructor that is non-current or unqualified will be considered N-BMC and will be reported as such until the currency/qualification is regained. Det 2, USAFWS, instructors do not need to maintain nuclear qualification.

4.4.3. Flight Surgeon (FS). May fly selected tactical missions to enhance understanding of tactical missions with which they are directly associated. Initial checkouts will be IAW paragraph **3.7.** FS flying rates and requirements will be IAW AFI 11-202V1.

4.4.4. MAJCOM and NAF API-8 crew members. (N/A AFRC: AFRC responsibilities for API-8/staff flyers are contained in AFI 11-401/AFRC Sup 1.)

4.4.4.1. Mission Directed Training (MDT) for Higher Headquarters (HHQ) personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM Directors (Division Chiefs for Flight Safety and IG) and NAF/DO/OV (HQ AFRC/DO) are reviewing authorities for assigned personnel. They will:

4.4.4.1.1. Coordinate with the supporting agency to ensure appropriate training information is documented in AFORMS IAW AFI 11-401 and AFI 11-202V1. Use the following forms when documenting aircrew training in AFORMS: AF Form 1520, **AFORMS Mission/Multi-Crewmember Scheduled Event Input**, AF Form 1521, **AFORMS Individual Scheduled Event Input**, AF Form 1522, **AFORMS Additional Training Accomplishment Report**.

4.4.4.1.2. Review assigned crew member accomplishments and currencies prior to authorizing crew members to participate in MDT.

4.4.4.1.3. Provide each crew member with written documentation specifying the sortie types and events the crew member is authorized to fly.

4.4.4.2. HHQ flying personnel maintaining BMC status are exempt from academic ground training, chemical warfare (CW) training, and special training programs within authorized mission areas.

4.4.4.2.1. HHQ Crew members will:

4.4.4.2.1.1. Review accomplishments and currencies for accuracy.

4.4.4.2.1.2. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.4.2.1.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.

4.4.4.3. HHQ instructor crew members may perform instructor duties with the concurrence of the OG/CC, if qualified and current for the applicable missions/events.

4.4.4.4. HHQ staff crew members may participate in tactical training events. Each crew member will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.4.5. Active Duty Crew Members Flying with AFRC Units.

4.4.5.1. Wing/group air advisor rated personnel on duty with operational training units will maintain CMR/instructor status, as appropriate, and may be qualified as a SEFE.

4.4.5.2. Active duty crew members other than assigned advisors are authorized to fly with reserve component units IAW AFI 11-401.

4.4.5.3. Crew members on exchange programs from active duty units are authorized mission oriented sorties IAW the specific OPlan that establishes the exchange. Squadron commanders may authorize their participation IAW their specific experience and qualification.

4.4.5.4. HHQ staff crew members may participate in tactical training events. Each crew member will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.4.6. Aircrew members assigned/attached to test units (Also Det 13, ACC/TRSS and Det 3, 29 TSS) are exempt from academic ground training, Chemical Warfare (CW) training, and special training programs within authorized mission areas.

4.5. Currencies/Recurrencies/Requalifications:

4.5.1. Currency. **Table 4.6.** defines currency requirements for all B-52 crew members.

4.5.1.1. Nuclear surety training, if applicable, must be accomplished once every 12 months IAW AFI 91-101 (**EXAMPLE:** Training accomplished on 10 Aug must be repeated before 1 Sep the following year). Individuals delinquent in nuclear surety training will not perform alert duty, nuclear generation, or have access to nuclear weapons.

4.5.2. Re-Currency. Re-currency is required whenever a crew member exceeds a currency requirement in this volume. If a primary crew position is manned by a non-current crew member, the event the individual is non-current in cannot be accomplished without supervision by an instructor of like specialty. (**EXAMPLE:** If the co-pilot is non-current for touch-and-goes, the aircraft commander cannot perform touch-and-goes.)

4.5.2.1. Overdue training requirements must be satisfied before the crew member is considered qualified to perform tasks applicable to the type of training in which delinquent. Training annotated as affecting CMR or BMC status will require regression to N-CMR or N-BMC until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR although it may result in grounding until training is completed (e.g., life support training). The duration of grounding and status of sortie lookback will determine the effect on CMR status. Regaining currency is based on time elapsed from the date the individual became non current:

4.5.2.1.1. Up to 180 Days. Training as directed by the squadron commander and a proficiency demonstration of the non-current event to a like specialty instructor.

4.5.2.1.2. 180 through 365 Days. Training as directed by the squadron commander. Individuals need to requalify only in events required by their training level. Flight evaluation by an evaluator is required only for non-current items.

4.5.2.1.3. Over 365 Days. Individuals non-current over 1 year will be requalified in accordance with **Chapter 2** and the applicable syllabus.

4.5.3. Loss of/Requalification to Instructor Status. Instructors will be decertified if:

4.5.3.1. They fail an evaluation. To regain instructor status, the instructor must successfully complete assigned corrective training and/or a flight evaluation IAW AFI 11-202V2 and AFI 11-2B-52V2.

4.5.3.2. They become non-current in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option or if the instructor becomes non-current in events/sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained.

4.6. Regression:

4.6.1. CMR/BMC Regression for Failure to Meet Lookback. Lookback is based on the calendar month. Only RAP training and Contingency Operations sorties (See paragraph **4.8.9.**) may be used for lookback. If a crew member does not meet lookback requirements throughout the training cycle, SQ/CCs can either: Regress the crew member to N-CMR/N-BMC status, as applicable; or remove the crew member from a CMR manning position; or initiate action to remove the crew member from active flying status.

4.6.1.1. Failure to meet 1-month RAP/Contingency Operations sortie lookback requires a review of the crew member's 3-month sortie history. If the 3-month lookback has been met, crew members may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in probation or regression to N-CMR/N-BMC as appropriate. The crew member may be placed in probation status for 1 month at the squadron commander's discretion. If probation is chosen, the only way to remove a crew member from probation and preserve the current status is to reestablish a 1-month lookback at the end of the probation period. (See **Figure 4.1.**)

4.6.1.2. CMR Crew members regressed to N-CMR for lookback, must complete a squadron commander approved re-certification program to return the crew member to CMR standards. BMC aircrew regressed to N-BMC must complete a SQ/CC directed re-certification program. Upon completion of the re-certification program, CMR/BMC crew members must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.6.1.3. Lookback computations begin following completion of MQT. The aircrew must maintain 1-month lookback until 3-month lookback is established. Report aircrew as N-CMR until 3-month or next one month lookback is met.

4.6.2. Regression for Weapons Qualification. Failure to maintain RAP tasked weapons qualification at the end of the training cycle or events tasked as Qual at CMR/BMC, will require regression to N-CMR/N-BMC unless waived by the OG/CC. To regain CMR/BMC, the crew member must

re-achieve initial qualification in the deficient weapons event (see paragraph **5.2.**). Events accomplished for this initial qualification may count toward the cumulative CT event qualification required at the end of the next training period.

4.6.3. Failure of Evaluations. Crew members who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2 and AFI 11-2B-52V2. Crew members will regress to N-CMR or N-BMC, as applicable. These crew members will remain N-CMR/N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the SQ/CC.

4.7. End of Cycle Training Requirements. Crew members who fail to complete sortie and/or event requirements of this volume at the end of the training period may require additional training depending on the type and magnitude of the deficiency. The SQ/CC will determine if additional training is required. Refer to paragraph **4.8.** to determine if some of these requirements can be prorated. Additionally, refer to paragraph **1.12.** for waiver authority.

4.7.1. Aircrew who fail to meet the total annual RAP sortie requirement may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required

4.7.2. Aircrew who fail to meet non-RAP sortie and/or event requirements may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.7.3. Failure to meet RAP Sortie Type requirements will result in:

4.7.3.1. Regression to N-CMR/N-BMC if the SQ/CC determines the sortie type deficiency is significant. To regain CMR/BMC, the aircrew will complete all deficient sortie types. These sorties may be counted against the total requirements for the new training cycle

4.7.3.2. Continuation at CMR/BMC if total RAP sorties and lookback are maintained and sortie type deficiencies are deemed insignificant by the SQ/CC.

4.7.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that qualification. The SQ/CC will determine re-qualification requirements.

4.8. Proration of End of Period Requirements. At the end of the training period, the SQ/CC may prorate all training requirements when Duties Not Involving Flying (DNIFs), emergency leaves, non-flying TDY/exercises, combat/contingency deployments, and/or (AFRC) mandatory training required by civilian employment preclude training for a portion of the training period. Normal annual leave will not be considered as non-availability. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered non-availability. The following guidelines apply:

4.8.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.8.2. Proration is based on cumulative days of non-availability for flying during the training period. Use **Table 4.5.** to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.8.3. If IQT or MQT is re-accomplished, a crew member's training period will start over at a prorated share following completion of IQT/MQT training.

4.8.4. EXAMPLE: A crew member was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized

a total of 3 months proration from his training cycle (1 month for emergency leave and 2 months for SOS).

4.8.5. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.8.6. Newly assigned/converted crew members and crew members achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration/ lookback purposes. A prorated share of RAP sorties must be completed in CT.

4.8.6.1. Night and AR requirements accomplished during MQT may be credited toward prorated CT requirements if accomplished during the cycle in which the aircrew was declared CMR/BMC, unless specified otherwise by MAJCOM.

4.8.7. A crew member's last month on station prior to departing Permanent Change of Station (PCS) may be prorated provided 1 month's proration is not exceeded. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.8.8. CMR crew members who attend FTU/USAFWS in TDY-and-return status and/or who participate in actual B-52 flying contingency operations may be reported throughout the TDY as CMR. Upon return, those crew members will accomplish a prorated share of sortie/event requirements (see **Table 4.5.**).

4.8.9. Contingency Operations. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program.

4.8.9.1. Normally, all sorties flown during contingency operations will be logged on AF Form 1522 as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward annual RAP requirements, but may be used to update currencies. Upon returning from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for the deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM.

4.8.9.2. For AFRC units, individuals deployed for more than a 7-day period may prorate a 1-month portion of RAP sorties and events.

4.8.9.3. As the training quality of missions flown at contingency locations may vary considerably, OG/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and these sorties/ events may not be prorated upon return to home station.

4.8.9.4. Upon return from contingency operations, proration is computed by calculating the sorties to be prorated for the entire deployment, and then subtracting the number of valid RAP sorties as authorized by the OG/CC. The result is the allowable sortie proration. Negative numbers equate to zero. Events will be prorated at SQ/CC discretion based on the events accomplished during valid RAP sorties.

4.9. Regaining CMR/BMC Status:

4.9.1. If CMR/BMC status is lost due to failure to meet the end of cycle weapons qualifications and/or event requirements, re-qualification is IAW paragraph **4.6.2.**

4.9.2. If CMR/BMC status is lost due to failure to meet lookback IAW paragraph **4.6.**, the following applies (timing starts from the date the crew member came off CMR/BMC status):

4.9.2.1. Up to 90 Days. As a minimum, the crew member will accomplish SQ/CC directed re-certification program. In addition, all RAP event currencies must be regained.

4.9.2.2. 91 through 180 Days. Same as above, and additional training (to include ground training) as directed by the SQ/CC.

4.9.2.3. 181 Days and Beyond. Re-accomplish MQT.

4.10. Example of the Lookback, Regression, Proration, and Requalification Process:

4.10.1. Capt Smith is an experienced CMR crew member in ACC with a 1 and 3 month lookback requirement of 3 and 9 RAP sorties respectively, as of 31 Jan. His sortie counts for December and January was four and three sorties, respectively. On Feb 3, he flew a RAP sortie prior to departing for a non-flying TDY staff tour for 2 months. This was the only sortie Capt Smith flew in the month of February. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

4.10.1.1. The SQ/CC wanted to list Capt Smith as a countable CMR crew member for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He only flew one RAP sortie, failing the 1-month lookback. The Flt/CC then performed a 3-month lookback (Dec, Jan, Feb). This showed that he flew only eight sorties for this period. Had he flown one more sortie, his SQ/CC could continue Capt Smith at CMR. However, with eight sorties, Capt Smith did not meet the 3-month lookback for a CMR crew member. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.10.1.2. On 1 Apr, Capt Smith's 1-month lookback was zero sorties. The SQ/CC must now regress Capt Smith to N-CMR. In April, the SQ/CC will have to place him in a squadron commander directed re-certification program, IAW paragraph **4.6.** Upon completing this program, Capt Smith will need to re-establish his 2 month lookback by 1 May (If he completes the Sq/CC directed program prior to 15 Apr). **4.10.1.3.** If he had returned on 22 Mar, and had last landed the jet 48 days ago, he could fly a sortie to regain and landing currency. For CMR purposes, Capt Smith would need to fly three RAP sorties to recapture his 1-month lookback and get off probation. Although Capt Smith was still CMR in Mar, the SQ/CC flew him with an IP on his first sortie in order to regain his landing currency.

4.10.1.3. At the end of the training period on 30 Sep, the SQ/CC prorated 2 months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in four RAP sorties (36 out of 40). The SQ/CC could regress Capt Smith to N-CMR, if deemed significant.

Table 4.1. Ground Training Requirements.

NOTE: This table is intended to be a single source reference. Where discrepancies exist, reference directive takes precedence.

MOBILITY TRAINING				
SUBJECT/ EVENT CODE	**FREQUENCY**	**REFERENCE DIRECTIVES**	**GROUNDING**	**AFFECT CMR/BMC**
Self-Aid and Buddy Care Training/ GA04	Initial and Refresher Every 2 yrs	AFI 36-2238	No	No
Initial/Annual Chemical Warfare Defense Ground Ensemble	Initial/Annual	ACC only: AFPD 32-40, AFI 32-4001/ As supplemented 1(As supplemented 1 N/A AFRC), and AFI 32-4002	No	No
Initial/Annual Chemical Warfare Defense CT Aircrew Ensemble	Initial/Annual	ACC only: AFPD 32-40, AFI 32-4001/ As supplemented 1(As supplemented 1 N/A AFRC), and AFI 32-4002	No	Yes
Handgun Training (Small Arms)/ GA01	Initial and Requal every 2 years (AFRC: 3 years)	AFI 36-2226	No	Yes
Intelligence Training/IE15	Annual	AFI 14-105/AS SUPPLEMENTED 1	No	Yes
ISOPREP Review/ IE05	Semiannual	AFI 14-105	No	Yes
AIRCREW TRAINING				
Continuation Verification/GS52	18 Months	AFI 11-2B-52V1	No	Yes/No
NVG Academics	Annual	AFI 11-202, V1, AFI 11-2B-52V1	No	No
Aircraft Servicing/ GS53	Annual	AFI 11-2B-52V1	No	No
Electronic Combat/ IE14	Annual	AFI 11-2B-52V1	No	Yes
Weapons/Tactics Academics/IE12	Annual	AFI 11-2B-52V1	No	Yes

AIRCREW TRAINING				
Communications/ GS15	Annual	ACCI 33-151 (ACCI 10-207V3)	No	No
CRM/GA46	Biennial (AFRC: Annual)	AFI 11-290	Yes**	No
Physiological Training (Altitude Chamber)/PP11	Every 3/5 years as applicable	AFI 11-403	Yes	No
Instrument Refresher/GS35	Periodic	AFI 11-202V2 and AFMAN 11-210	No	No
Flying Safety Training/GS57	Quarterly	AFI 91-202, As supplemented 1, para 5.4	No	No
Supervisor Safety Training/GS58	Initial Only	AFI 91-301	No	No
Situational Emergency Procedures Training/GS54	Monthly	AFI 11-2B-52V1	Yes	No
Marshalling Exam	After PCS	AFI 11-218	No	No
Simulator (WST) Training Sorties/ GS09	IAW **Table 4.4.**	AFI 11-2B-52V1	No	No
Life Support Training				See NOTE
a.Egress/Ejection Training /LS07	180 Days (6 Months for AFRC)	AFI 11-301 and ACCI 11-301	Yes	No
b. Hanging Harness/LS09	180 Days (6 Months for AFRC)		Yes	No
c. Hanging Harness w/ACDE/LS12	Annual		No	No
d. Local Area Survival/LS01	Initial		No	Yes
e. Combat Survival, High Threat/LS02	Biennial		No	Yes
f. Combat Survival, Low Threat/LS11	Biennial		No	No

Life Support Training				See NOTE
g. Water Survival/ LS03	Biennial		No	No
h. Life Support Equipment Training/LS06	Annual		No	No
i. ACDE Training/ LS04	Initial/Annual		No	No

******CRM is Waiverable by the OG/CC

NOTE: If an aircrew member is delinquent in egress or hanging harness training, the aircrew member is restricted from flying until training is accomplished. If an aircrew member is TDY, training will be accomplished prior to the first flight after return to home station.

AIR FORCE AWARENESS PROGRAM TRAINING

NOTE: These programs are conducted informally through newspaper articles, pamphlets, bulletins, and CC calls.

SUBJECT/ EVENT CODE	FREQUENCY	REFERENCE DIRECTIVES	GROUNDING	AFFECT CMR
Protection of the President/GA17	After PCS	AFI 71-101V2	No	No
Code of Conduct/ GA02	Biennial	AFI 36-2209	No	No
Social Actions/ GA24	After PCS	AFI 36-2701, Table 2.2	No	No
US/Russia Prevention of Dangerous Military Activities/GA25	Initial/Annual and Predeployment	CJCSI 2311.01	No	No
Substance Abuse/ GA40	Initial and Refresher every 2 yrs	AFI 36-2701	No	No
Ergometry/GA09	Annual	AFM 34-137	No	No
Fire Extinguisher Training/GA06	Initial upon PCS	AFOSHSTD 91-56	No	No
Law of Armed Conflict (LOAC)/ GA10	Annual	AFPD 51-4 (AFI 51-401)	No	No

NUCLEAR FUNCTIONAL TRAINING				
SUBJECT/ EVENT CODE	**FREQUENCY**	**REFERENCE DIRECTIVES**	**GROUNDING**	**AFFECT CMR**
Nuclear Surety/ GS55	Every 12 months	AFI 91-101		Yes
SIOP Study/GS42	As Required	ACCI 10-450V2		Yes
Command Control Procedures/GS56	As Required	EAP-STRAT Vol 5		Yes
Preparation for SIOP Certification/ GS59	As Required	ACCI 10-450V2		Yes
SIOP Certification/ GS43 or GS44	As Required	ACCI 10-450V2		Yes

Table 4.2. ACC Basic Skills (Non-RAP) Annual Flying Requirements.

EVENT:	POSITION	CMR(I/E)	BMC(I/E)	BAQ
TOTAL INSTRUMENT APPROACH	AC/P	36/36	Currency	Currency
NON-PRECISION	AC/P	12/12	12/12	6
MISSED APPROACH	AC/P	4/4	4/2	4
AIRBORNE RADAR APPROACH	AC/P/RN/N	3/2	1/1	
PRECISION	AC/P	14/14	14/12	8
TAKEOFF	AC/P	18/14	14/12	8
LANDING	AC/P	18/14	14/12	12
LANDING NIGHT	AC/P	Currency	Currency	Currency
SIMULATED ENGINE LOSS ON TAKEOFF	AC/P	4/2	4/2	2
FLAPS UP APPROACH AND GO AROUND	AC/P	4/2	4/2	2
VISUAL PATTERN	AC/P	4/4	4/2	4
SIM 6 ENGINE APPROACH AND GO AROUND (ASSYM)	AC/P	4/2	4/2	2
SIM 6 ENGINE APPROACH AND GO AROUND (SYM)	AC/P	2/2	2/2	1
6 ENGINE LANDING	AC/P	2/2	2/2	1
PILOT PROFICIENCY EX	AC/P	2/2	2/2	2/2
AIR REFUELING (AR)	AC	24/20	12/12	
MANUAL BOOM LATCHING	AC/P	1/1		
MINIMUM SORTIES	ALL	SEE **Table 1.1.**	SEE **Table 1.1.**	8

Table 4.3. AFRC Basic Skills (NON-RAP) Annual Flying Requirements.

EVENT:	POSITION	CMR (I/E)	BMC(I/E)	BAQ
NON-PRECISION	AC/P	14/12	8	4
MISSED APPROACH	AC/P	4/4	4/2	4
AIRBORNE RADAR APPROACH	AC/P/RN/N			
PRECISION	AC/P	14/12	8	4
TAKEOFF	AC/P	12/10	10	8
LANDING	AC/P	14/12	10	8
LANDING NIGHT	AC/P	Currency	Currency	Currency
SIMULATED ENGINE LOSS ON TAKEOFF	AC/P	4/4	4/2	2
FLAPS UP APPROACH AND GO AROUND	AC/P	4/2	4/2	2
VISUAL PATTERN	AC/P	4/4	4/2	4
6 ENGINE APPROACH AND GO AROUND	AC/P	4/3	4/2	2
6 ENGINE LANDING	AC/P	2/2	2/1	1
PILOT PROFICIENCY EX	AC/P	Currency	Currency	Currency
AIR REFUELING (AR)	AC	16/14	8	Currency
MANUAL BOOM LATCHING	AC/P	1/1		
MINIMUM SORTIES	ALL	SEE **Table 1.1.**	SEE **Table 1.1.**	8

Table 4.4. WST/ATD Annual Requirements.

MISSION	POSITION	CMR	BMC	BAQ
EP/INSTRUMENT/EQUIP PROCE-DURES/THREATS	ALL	6	4	3
CONV INTEGRATED	ALL	2	As Req	0
NUCLEAR INTEGRATED	ALL	2	As Req	0

NOTES:

1. For AFRC and units without a WST, the minimum requirement is 2 EP/Instrument simulators. 1 conventional integrated simulator is desired. Each EP/Instrument simulator period will be scheduled one per half of the training period.
2. Instructors may take credit for instructing a trainer.
3. Units will develop WST/ATD training profiles to meet mission requirements.

Table 4.5. Proration Allowance.

CUMULATIVE DAYS OF NONFLYING	MONTHS OF PRORATION ALLOWED
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 - 195	6
196 - 225	7
226 - 255	8
256 - 285	9
286 - 315	10
315 -345	11
over 345	12

Table 4.6. ACC/AFRC Crew Member Currencies (CMR/BMC/BAQ).

EVENT	POSITION	I/E	INSTRUCTOR	AFFECTS CMR/BMC	NOTES
CONVENTIONAL WEAPON DELIVERY	AC/P/RN/N	45/45	90	YES	8
NUCLEAR WEAPON DELIVERY	AC/P/RN/N	60/60	90	YES	7, 8
EA THREAT ACTIVITY	EW	45/60	60	YES	
MUTES ECM ACTIVITY	EW	60/90		NO	
INSTRUMENT APPROACH	AC/P	45/45	45	NO	1
TA/EVS NAVIGATION LEG	AC/P/RN/N	60/60	60	NO	5
EVS/VISUAL CONTOUR NAV LEG	AC/P	60/60		NO	5,6
NIGHT TA/EVS NAV LEG	AC/P	90/90		NO	2, 5, 6
TAKEOFF	AC/P	45/45	60	NO	
LANDING	AC/P	45/45	60	NO	
NIGHT LANDING	AC/P	90/90	90	NO	
TOUCH AND GO	AC/P	45/45	60	NO	3
OPPOSITE SEAT EX	AC/RN	90/90		NO	
PRIMARY SEAT EX	AC/RN	45/45		NO	
AR	AC	45/45	60	YES	
NIGHT AR	AC	90/90	120	NO	4,6
LIGHTWEIGHT AR	AC	180/180		NO	4
AGM-142 MISSILE RUN	RN	45/45	120	NO	7, 8
NVG EXERCISE	AC/P	90/120	120	NO	
CSRL BOMBING EX	RN/N	120/120		NO	

EVENT	POSITION	I/E	INSTRUCTOR	AFFECTS CMR/BMC	NOTES
LGB ACTIVITY	AC/P/RN/N	120/120	120	NO	7, 8

NOTES:

1. See AFI 11-202V3, MAJCOM Supplement, for additional guidance.
2. Updates day TA/EVS navigation leg currency.
3. Must be current for Takeoff. Updates landing currency.
4. Updates AR currency
5. Applies only to crew members that maintain TA qualification.
6. N/A FTU, USAFWS, and 49 TES Instructor Pilots
7. For flying crew members serving as instructors in the FTU, Weapons School or 49 TES, and those in organizations above the wing level, currency is 180 Days. NAF/OV Radar Navigators will qualify and maintain currency in the LGB AGM-84/86B, 86C, 129, and 142 within 8 months of assuming NAF/OV duties.
8. Losing currency in these weapons/special capabilities do not preclude individuals from employing other weapons in which they remain current.

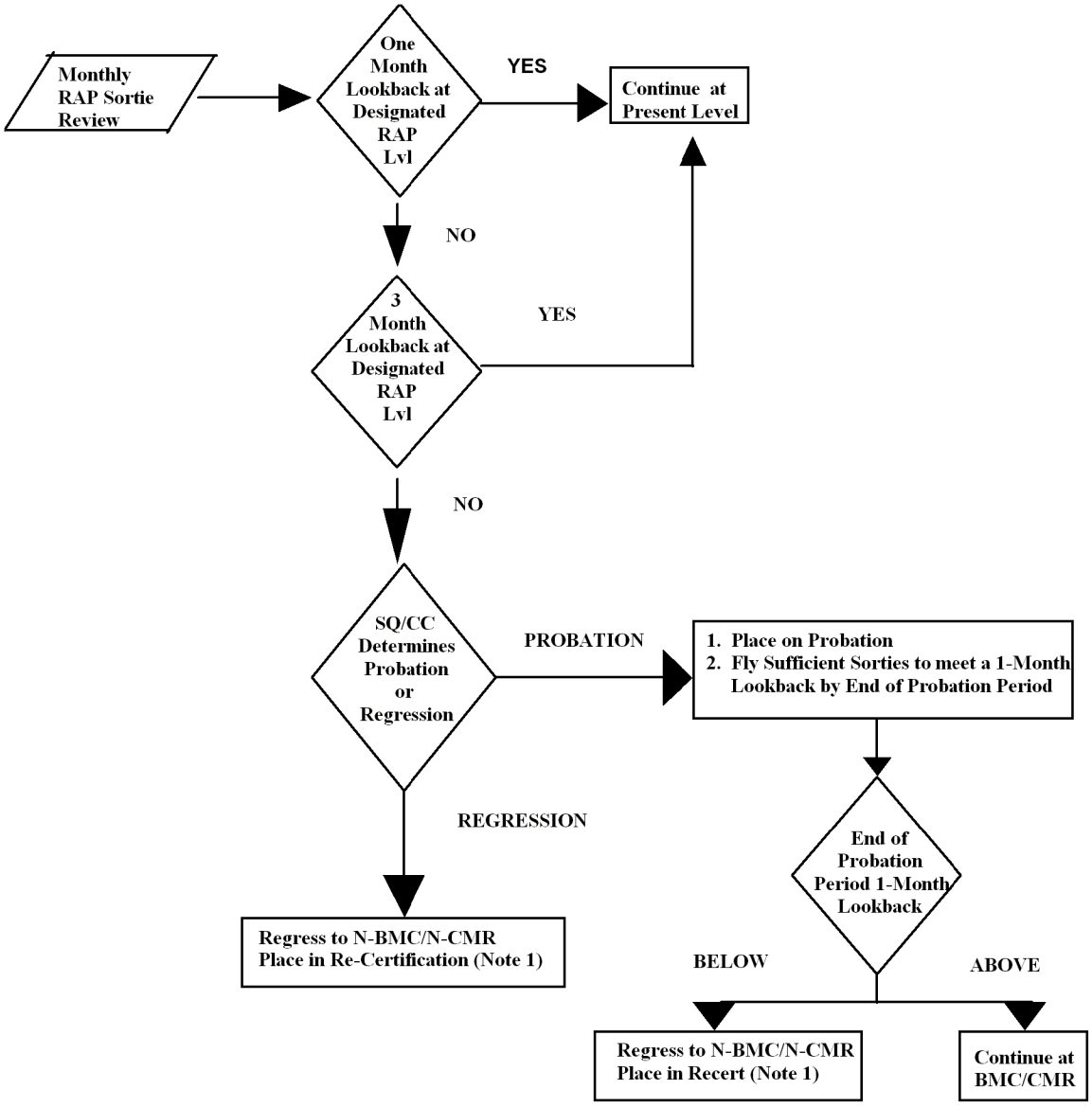
Table 4.7. ATD Credit for Continuation Training Requirements.

Event/Applicable Aircrew Position	In ATD	WST	CPT	T4
The following events may be accomplished in the designated ATD. Within the preceding 12 months the individual ATD must have been certified in each specific event through SIMCERT. Event credit will only be awarded if the ATD is certified Code 1 for each event through SIMCERT. Checkride completion may be accomplished per AFI 11-202V2 and AFI 11-2B-52V2 for events certified Code 1. The "In ATD" column shows how many of each event may be logged per training period in an ATD. An "X" under a specific ATD indicates in which ATD that event is creditable. This table only applies to non-RAP and RAP Events in CT.				
CSRL Bombing Exercise/RN,N	All	X		
High/Med/Low Nuclear Bomb Run/AC,P,RN,N	2	X		
Low Altitude Mine Run/AC,P,RN,N	2	X		
Low/Med/High Conventional Bomb Run/AC,P,RN,N	8	X		
High/Med/Low Target Direct Bomb Run/AC,P,RN,N	4	X		
AGM-86B/129 Procedures */AC,P,RN,N	All	X		
AGM-86B/129 Retargeting Exercise*/RN,N	All	X		
AGM-86B/129 Manual SAIR Exercise*/RN,N	All	X		
AGM-86C Launch Procedures*/RN,N	All	X		
AGM-86C Flex Targeting Exercise/RN,N	All	X		
AGM-86C Missile Retargeting Exercise/RN,N	All	X		
AGM-86C Auto Retargeting Exercise/RN,N	All	X		

Event/Applicable Aircrew Position	In ATD	WST	CPT	T4
JDAM/WCMD Release*/AC,P,RN,N	4	X		
JDAM/WCMD Multi-Wave Release	2	X		
JDAM/WCMD Retargeting Exercise	9	X		
JDAM/WCMD Jettison Procedures	2	X		
Simulated Missile Jettison*/RN,N	All	X		
Simulated Pylon Jettison*/RN,N	All	X		
Proficiency Exercise/EW	4			X
Degraded Equipment Status Check/EW	2	X		X
Mutes Blue Grey Defensive Scenario/EW	2			X
Mutes ECM Activity/EW	1			X
Airborne Radar Approach/AC,P	1	X		
Non-Precision Approach/AC,P	1	X	X	
VOR/TACAN Approach/AC,P	1	X	X	
ASR Approach/AC,P	1	X	X	
Missed Approach/AC,P	All	X	X	
Precision Approach/AC,P	1	X		
ILS Approach/AC,P	1	X		
PAR Approach/AC,P	1	X		
Flaps Up Approach & Go Around/AC,P	1	X		
Low Level Nav Leg/AC,P,RN,N	5	X		
Degraded Systems Navigation Leg/RN,N	1	X		
Cartridge Start Procedures */AC,P	2	X	X	
AGM-142A Missile Run*/AC,P,RN,N	6	X		
Ground Based Radar Jamming	All	X		
Takeoff (Night)/AC,P	5	X		
Formation/RN,N	1	X		
Formation Departure and Join-Up/RN,N	1	X		
Formation Position Change/RN,N	2	X		
High Speed Departure/AC,P	All	X	X	
Point Parallel Rendezvous/AC,P,RN,N	All	X		
Electronic Rendezvous/RN	All	X		
Receiver Directed Rendezvous/RN	All	X		
On Course/En Route Rendezvous/AC,P,RN,N	All	X		
Doppler Out Exercise/RN,N	1	X		
Alternate Navigation Systems Exercise/RN,N	2	X		

Event/Applicable Aircrew Position	In ATD	WST	CPT	T4
Weapons Control Panel Inoperative Exercise/N	All	X		
Radar Navigator Management Panel Inoperative Exercise/RN	All	X		
Processors Inoperative Exercise/RN,N	1	X		
Bomber Target Change Exercise/AC,P,RN,N	4	X		
Low Altitude Defensive Action Bomb Run/ALL	4	X		
High/Medium Altitude Defensive Action Bomb Run/ALL	5	X		
ACWD Training	All	X		
NOTE: * Indicates event may be logged for currency in the ATD. Missile currencies, may be updated in a simulator that has been certified Code 1 in SIMCERT. See **Table 4.6.** for missile currencies.				

Figure 4.1. Regression Flow Chart.



Chapter 5

WEAPONS DELIVERY/EMPLOYMENT QUALIFICATION

5.1. General. This chapter outlines requirements for attaining initial qualification and maintaining CT qualification for applicable CMR/BMC crew members in the employment of air-to-surface weapons. Refer to "Glossary of Events" at **Attachment 2** for further guidance on weapons events.

5.1.1. The OG/CC is responsible for establishing and maintaining the weapons qualification program. The OG/CC may delegate to individual tactical squadrons or the OSS responsibility for executing this program.

5.1.2. Weapons qualification will be achieved/maintained by completing a minimum number of releases and achieving a minimum percentage of reliable hits during the training period using the criteria in **Table 5.1.**

5.1.3. Actual, TOSS-scored, releases are the preferred method of accomplishing record and qualification deliveries, however, RBS tones, Airborne Data Recording system (ADR) scored runs, or unit developed training guides may be used at the discretion of unit OPRs.

5.1.4. USAFWS initial and CT qualification will be accomplished IAW Weapons Instructor Course (WIC) syllabus B5200IDOAB/JB/EB and Instructor Weapons Officer Upgrade (IWUG) syllabus B5200IDIAB/JB/EB.

5.2. Initial Qualification:

5.2.1. RNs must accomplish initial qualification in each applicable class of weapons (i.e., gravity weapons, cruise missiles, guided missiles) requiring qualification at CMR/BMC. Initial qualification achieved in IQT or MQT satisfies requirements for CT initial qualification, but not for CT event requirements. Initial qualification will carry over for consecutive tours in the B-52.

5.2.1.1. If not otherwise specified, initial qualification in a weapons event is satisfied when the RN has achieved a minimum hit rate of 50 percent for at least six total releases. For FTU IQT, releases accomplished after obtaining proficiency may be credited for initial qualification.

5.2.1.2. Failure to qualify in one weapon event does not invalidate qualification in others.

5.2.1.3. Reliability Criteria. A reliable hit is predicated upon achieving the desired Probability of Damage (PD) per target type and number/type of weapons as defined by JMEM and NWP documents. Reliability will be determined by resolving the impact scores of single releases to the actual Probability of Damage (PD) achieved. All General Purpose (GP) weapon single releases will simulate weapon trains. Unit OPRs will select realistic weapons and target combinations for annual CT and initial qualification standardization throughout the unit. Weapon/target combinations used should reflect target sets applicable to unit taskings. AGM-84, AGM-86C, and AGM-142 scoring criteria will be in accordance with unit developed training guides. The scoring criteria listed in **Table 5.1.** Weapons Scoring Criteria, may be used when PD computations from JMEM/NWP are not readily available.

5.2.2. The score for record will be analyzed to determine qualification by resolving as many errors as possible. For instance, FCI deflection at release, altitude error in the bombing computer, final crosshair placement, applicable weapon delivery parameters (i.e., -34 and -25) to include axis of

attack, release altitudes and airspeeds. The raw bomb score adjusted for crew induced errors will be used to determine qualification for the RN.

5.2.3. Only one weapon will be scored in live/simulated train releases. The scored weapon must be designated before flight by the unit OPR.

5.2.4. Equipment Failure. Record runs must be declared prior to flight. In the event of equipment failure, the crew member may abort the record run. This determination must be made prior to the IP for each run and appropriately documented for review.

5.2.5. Pilot initial weapon qualification will consist of weapon specific ground training.

5.2.6. As new weapons, such as J-series weapons, are added to the B-52 arsenal, initial qualification will be IAW the published weapon training program.

5.3. CT Qualification:

5.3.1. These criteria establish the minimum standards for aircrew members to maintain qualification in the appropriate weapons delivery events and does not necessarily determine evaluation criteria established by other regulations or agencies (e.g., inspection/evaluation teams). These qualifications are valid throughout the annual training period. Crew members must accomplish recurring qualification in each weapon class (i.e., gravity weapons, cruise missiles, guided missiles) applicable to their training level. Qualification criteria is six record hits and an overall record hit rate of 50 percent.

5.3.1.1. CT weapons deliveries will be tactical deliveries simulating realistic employment of Unit Committed Munitions List (UCML), considering such factors as fuzing, safe escape/separation, frag deconfliction, egress, etc. To maintain a combat perspective in a peacetime environment, weapons deliveries should simulate realistic employment of live munitions/SCLs and fuze settings when employing BDUs.

5.3.1.2. Weapons qualification will be maintained by completing the minimum number of record deliveries and achieving the required record hits percentage during the training period. The fiscal realities of launching missiles, dropping Cluster Bomb Units (CBUs) etc., will preclude their actual release for record. Units should establish programs to track reliability of unique weapons by measuring the effectiveness of aircrew procedures, e.g., all weapons parameters were met, systems were configured correctly. For missiles, each crew member will accomplish simulated release procedures of each weapon type once per year with an instructor/evaluator of like specialty. Cruise missile activity is creditable in the WST.

5.3.1.3. Failure to qualify in one event does not invalidate qualification in others. SQ/CCs may declare a crew member unqualified in an event and invalidate all previous record deliveries for that event at any time during a training cycle without affecting other weapons event qualification. The crew member will revert to N-CMR/N-BMC and will remain in that status until achieving initial qualification in the deficient event.

5.3.1.4. At the end of the training cycle, each weapons qualified crew member's delivery scores will be reviewed to assess their qualification. If qualified, the crew member's qualification is valid through the following training period.

Table 5.1. Weapons Scoring Criteria.

	TYPE RELEASE	
DELIVERY TACTIC	**INTEGRATED/SYNCH**	**OTHER**
HIGH ALTITUDE	550 FT	1850 FT
LOW ALTITUDE	350 FT	1450 FT

NOTES:

1. For RBS releases add 200 feet at low altitude and 300 feet at high altitude.

2. Release parameters contained in Special Instructions (SPINS) or as weaponeered to achieve desired PD. If not available use: For conventional releases, track tolerance is +/- 10 degrees; +/- 5 degrees for mine laying. See AFI 11-2B-52V2 for FCI, airspeed, and TOT parameters.

Chapter 6

SPECIALIZED TRAINING

6.1. Ground Training Requirements. Ground training events accomplished in one training program, and subsequently required for another training program, need not be reaccomplished unless required by the squadron commander. For example, conduct of flight briefings accomplished during flight lead upgrade training is creditable to simulator instructor checkout. Annotate in the individual training record when event is initially accomplished.

6.2. Flight Lead Upgrade (FLUG). This program establishes the minimum guidelines for those aircraft commanders identified by the SQ/CC to upgrade to flight lead. FL training should place appropriate emphasis on 2-ship tactical employment. Those individuals qualified as a flight lead prior to 1 November 1998, are considered qualified flight leads and do not require FLUG training. Requals or individuals returning from AETC instructor duty must complete academics and FLUG - 3, Commander's certification.

6.2.1. In order to enter FLUG, aircraft commanders must satisfy one of the following criteria:

6.2.1.1. 75 hours primary time as an aircraft commander, after completion of IQT.

6.2.1.2. 200 hours instructor/aircraft commander (AC) of which 75 primary hours are in the B-52, or

6.2.1.3. 50 hours in the B-52, if previously qualified as a 11Fxx or 11Bxx Air Force Specialty Code (AFSC) flight lead.

6.2.2. Ground training will be locally developed and should include but is not limited to:

6.2.2.1. FL responsibilities - FL/wingman relationship, unit training objectives, wingman consideration.

6.2.2.2. Mission preparation - mission objectives, Desired Learning Objectives (DLOs), wingman requirements and responsibilities, currencies, capabilities, delegation of mission planning duties, hi/low altitude considerations, tactics, attack plan, and briefing preparation.

6.2.2.3. Conduct of flight briefings and debriefings - objectives, DLOs, lessons learned, use of briefing guides and audiovisual aids, flight member involvement, briefing techniques, and debriefing/questioning techniques.

6.2.2.4. Conduct of missions - control of flight, flight discipline, emergency procedures, training rules, maneuvering during bomb runs and effects on delivery, and responsibilities to SQ/CC.

6.2.2.5. Aerodynamic handling procedures, impact of high altitude on formation, and wingman aerodynamic performance considerations.

6.2.2.6. IFEs and Emergency Diverts.

6.2.3. Flight training will be conducted in accordance with a program approved by the SQ/CC. Missions may be flown in any order. The program outlined below provides a basic starting point and may be modified by squadron commanders based on unit needs and/or upgradee's previous experience, qualifications, and documented performance. SQ/CCs will determine which sorties are required based on a review of previous experience and may certify a flight lead with appropriate restrictions

based on training not accomplished (i.e. no AR, etc.). Special consideration should be given to unit taskings involving special weapons employment to include AGM-84 and AGM-142 tactics. Two formation departures, a day and night formation aerial refueling, high and low weapons employment, and a formation recovery will be accomplished as a flight lead during the program. All FLUG training will be under the supervision of an IP. File grade sheets and Training Accomplishment Reports (TARs) in the individual's training folder.

6.2.3.1. FLUG-1, Surface Attack (SA). Mission Objectives: Practice leading and controlling a 2-ship weapons delivery mission. Specific Mission Tasks: Briefing, formation takeoff, AR procedures, low level procedures, conventional weapons delivery employment, and mission reconstruction and debriefing.

6.2.3.2. FLUG-2, Night Surface Attack (NSA). Mission Objectives: Practice leading and controlling a 2-ship night weapons delivery mission. Specific Mission Tasks: Briefing, formation takeoff, night low level operations, weapons deliveries, night AR, and mission reconstruction and debriefing.

6.2.3.3. FLUG-3, Commander's Certification. Mission Objectives: Certification (by SQ/CC or designated representative) of flight lead abilities in a tactical mission scenario based on squadron tasking. Specific Mission Tasks: Briefing, mission accomplishment, flight management and control, and mission reconstruction and debriefing.

6.2.4. Following successful completion of FLUG-3, the SQ/CC will personally interview the upgrading pilot and review flight lead responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify new flight lead's status, including any restrictions, in appropriate written format (letter of Xs, grade sheets, AFORMS, etc.).

6.3. Live Ordnance. Live ordnance training is essential to crew member's combat capability. Every attempt should be made to give each crew member the opportunity to deliver/employ live ordnance as often as possible.

6.4. Mission Commander (MCC) Upgrade. This program establishes the minimum guidelines for upgrade to MCC.

6.4.1. The MCC is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages. Mission commanders, once certified, are authorized to lead joint/composite force missions. Graduates of USAFWS are qualified Mission Commanders.

6.4.2. MCC Prerequisites. Squadron commanders/operations officers will consider judgment, technical expertise, experience, and unit supervisor's recommendations when selecting crew members for MCC upgrade. Mission Commanders should normally be flight commanders or above.

6.4.3. Ground Training. Upgrading MCC's must satisfactorily complete the following unit-developed blocks of instruction, if not received in another approved USAF/USN course, Strike Lead Attack Training Syllabus (SLATS), etc.), prior to certification as a MCC:

6.4.3.1. Mission Brief/Debrief techniques and procedures.

6.4.3.2. JMEM/Automated Weaponeering Optimization Program (AWOP)/CWDS.

6.4.3.3. Joint Theater Air Control Systems.

6.4.3.4. Air Tasking Order creation/breakout.

6.4.3.5. Mission Planning Procedures.

6.4.3.6. AFTTP 3-1V1, 2, and 19 review.

6.4.3.7. Integrated Air Defense Systems.

6.4.3.8. Review of other aircraft capabilities/tactics.

6.4.3.9. Joint/Composite Force Integration.

6.4.4. Flying Training. As a minimum, the MCC candidate will plan, brief, fly, and debrief a minimum of one mission under the supervision of a fully qualified mission commander. File grade sheets and TARs in the individual's training folder.

6.4.5. Certification. Following satisfactory completion of the above requirements, the SQ/CC will certify the MCC status, including any restrictions, in appropriate written format (letter of Xs, grade sheets, AFORMS, etc.).

6.5. Night Vision Goggle Training (NVG):

6.5.1. Program Entry. NVG qualification training may begin when the crew member has attained proficiency in flight operations.

6.5.2. Academics (IP/AC/P). Squadron instructors will provide academic and initial in-flight instruction in NVG operations per this volume, Det 13, ACC TRSS, training guide, AFTTP 3-3V19, and unit developed NVG lesson plans. This training will include: NVG theory of operation, specific NVG operating procedures, eye lane preflight procedures, night physiology of the eyeball, malfunctions and emergencies, effects of incompatible lights, weapon detonation effects, and a review of applicable directives.

6.5.3. Cockpit Familiarization. Accomplish activity before the first NVG sortie to familiarize pilots with cockpit modification procedures, NVG cross-check and egress/boldface considerations in the simulator or a NVG configured aircraft.

6.5.4. Flight Training (IP/AC/P). Accomplish all ground training before entering the flight phase. Flight profiles will be tailored to the individual's experience level. File grade sheets and TARs in the individual's training folder. Annotate NVG qualification on the letter of Xs. Training will include:

6.5.4.1. High altitude formation consisting of: NVG aided station keeping, tactical maneuvering, lights out demonstration (if within airspace approved for lights out).

6.5.4.2. Low altitude terrain avoidance consisting of: NVG aided descent to low level, weather effects (when present), terrain albedo considerations, and shadow effects

6.5.5. NVG Instructor Qualification. To be qualified to instruct NVG qualification training, either ground or flight, IPs must have completed a minimum of two NVG training sorties after NVG qualification. This minimum level of training is required to ensure sufficient experience with NVG limitations and capabilities prior to instructing non-qualified pilots. In addition, at least one instructor per squadron should attend the Night Vision Goggle Training Course at the Air Force Research Laboratory, Warfighter Training Research Division (contact DSN 474-6140 for course scheduling).

6.5.6. NVG qualified IPs will provide training in NVG operations and monitor pilot progress and proficiency. All pilots must complete the unit NVG training program and be certified by the squadron commander prior to NVG flights without an instructor.

6.5.7. Night Vision Goggle qualification training will stress the use of NVGs as a tool to enhance safety and pilot situational awareness. Once qualified, pilots will use NVGs to the maximum extent possible during all night sorties.

6.6. Pre-Deployment Spin-Up Training. This training will be conducted prior to deploying in support of contingency operations (if time permits) or exercises. Det 2, USAFWS, is exempt from completing this training when deploying to Nellis AFB, Minot AFB, and NAS Cecil Field. 49 TES is exempt from this training when deploying to Nellis AFB, Minot AFB and Edwards AFB. The objective of this training is to ensure the crew members' ability to conduct all missions in support of expected tasking. Tasked units are responsible for contacting appropriate gaining command/operations to determine expected mission tasking. Additionally, contact HQ ACC/DOXF for site survey requirements. This assures the responding forces are prepared for the appropriate tasking and allows the responding OG/CC to tailor this training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible to implement this spin-up, prosecute the required missions, and determine the specific requirements necessary to reach the desired level of proficiency. Emphasis will be placed on training needed for missions not accomplished in daily operations. This training will be conducted IAW all applicable regulations.

6.6.1. Ground Training. Crew members will complete academic training prior to deployment. Units will brief Rules of Engagement (ROE)/Training Rules, command and control, engagement authority and procedures, Special Instructions (SPINs), airspace restrictions, unique communications requirements, Emissions Control (EMCON) procedures, and theater Order of Battle. Accomplish a review of the Foreign Clearance Guide for the unique procedures and requirements of the destination country. Additionally, this training will include a discussion of the airfield description and operating peculiarities. This review of the location's unique operational environmental features should include, but is not limited to, inflight procedures, seasonal weather, other unique weather phenomena, wind shear potential and characteristics (i.e., sea breeze front, low altitude jet stream potential, etc.), airfield restrictions, taxi routes, International Civil Aviation Organization (ICAO) procedures, and operating data if available.

6.6.2. Flying Training. Spin-up training will be tailored to ensure all deploying crew members are proficient, current, and qualified in all expected mission tasking.

6.7. Supervised Activity Certification:

6.7.1. The procedures listed below qualify non-instructor B-52 aircraft commanders to supervise pilots in touch-and-go landings, air refueling, and visual formation.

6.7.2. An instructor pilot will fly with and recommend each aircraft commander cleared to supervise his pilot's touch-and-go landings, air refueling, and visual formation. The squadron commander approves and designates these pilots in writing. Aircraft commanders may be further certified to supervise any pilot in these events.

6.7.3. The instructor pilot completes a TAR on each individual flown with and files it in the individual's training folder. The squadron commander approves and designates this on a letter of Xs.

6.8. Dual Seat Qualification:

6.8.1. This program is to be used for training non-instructor aircraft commanders/radar navigators to right seat mission ready status and assigning them to a numbered crew as a copilot/navigator (numbered crew assignment is N/A for AFRC). Annual RAP training events can be logged from either seat the individual occupies. A dual seat qualified AC/RN must accomplish recurring qualification checks (IAW AFI 11-2B-52V2).

6.8.2. Individual training requirements may be accomplished from either crew position in additional to the Opposite Seat Exercise (OpStEx). This exercise is designed to maintain proficiency in critical events required to safely operate the aircraft and effectively perform the unit's missions. The exercise will be accomplished in the opposite seat to which the individual is assigned. Dual qualified crew members will update currency from either crew position.

6.8.3. Current Radar Navigators will demonstrate proficiency in right seat activity to an instructor of like specialty. As a minimum the Radar will demonstrate proficiency in Navigator duties during weapons delivery activity. Once proficiency is demonstrated the instructor will recommend dual seat qualification to the squadron commander. The squadron commander will designate dual seat qualified Radar Navigators on a letter of Xs.

6.8.4. The minimum right seat items required for an Aircraft commander to achieve dual seat qualification/CMR/BMC status are: Four ATD sessions concentrating on Engines operation, Electric Systems operation, Instrument procedures, and Fuel Systems operation. Additionally, the Squadron Commander must certify Special Capability Qualification if the individual is qualified in a special capability and Opposite Seat Exercise proficiency must also be demonstrated.

6.8.5. All in-flight supervisory requirements/ restrictions for co-pilots (i.e., takeoff, landing, touch-and-go, and refueling) apply. Dual seat qualified pilot's may perform touch and gos from the right seat, as long as the left seat aircraft commander is certified to supervise co-pilot touch-and-goes.

6.8.6. Dual seat qualification training events must be accomplished to a grade of proficient. Upon award of proficiency in the opposite seat and completion of specified training events, the individual must be nominated by the supervising instructor to the squadron commander. This will be documented on training accomplishment report (TAR) and maintained in the respective training folder. Following the SQ/CC review of the TAR and subsequent approval of the Dual Qualification, the squadron letter of X's should be made to reflect appropriate qualification status.

6.8.7. Dual seat training will not occur within the exercise area(s) of a FLAG/HHD sortie. This does not preclude dual seat qualified crew members from accomplishing these sorties.

6.9. Opposite Seat Training (RN/N):

6.9.1. CMR/BMC radar navigators and navigators may train in opposite crew positions during any phase of flight provided:

6.9.1.1. The radar navigator is qualified as an instructor; or both crew members are from the same numbered crew and the RN has been designated in writing by the squadron commander to supervise opposite crew member performance of normal crew duties or navigator bombing, as applicable.

6.9.1.2. The radar navigator and navigator have completed a review of emergency procedures, prior to each flight, for the position they will occupy.

6.9.1.3. The radar navigator and navigator have demonstrated proficiency in the opposite position during a WST mission.

6.9.1.4. Radar navigator and navigator do not exchange seats during critical phases of flight or terrain avoidance flight.

6.9.1.5. Opposite seat training will not occur within the exercise area(s) of a FLAG/HHD sortie. This does not preclude dual seat qualified crew members from accomplishing these sorties.

6.10. AGM-86C Conventional Air Launched Cruise Missile (CALCM):

6.10.1. Units tasked by the MAJCOM to perform the AGM-86C mission will provide, as a minimum, the training program outlined below.

6.10.2. Initial Ground Training. The tasked unit will develop an academics training program encompassing CALCM employment and tactics. The crew member will demonstrate proficiency in CALCM preflight to a qualified instructor. The simulator training program is designed to expose the RN/N to the hardware and procedures in the operation of the AGM-86C weapon system. This should be done in a simulator certified for this training.

6.10.3. Flying Training. As a minimum the RN/N undergoing qualification training will demonstrate proficiency to a qualified instructor in AGM-86C Launch Procedures, and all missile retargeting procedures. The instructor will record the events on a TAR and recommend to the SQ/CC qualification in AGM-86C capabilities.

6.11. B-52H Special Capabilities:

6.11.1. The squadron commander certifies crew member qualification in special capabilities in accordance with this volume and squadron developed training programs. Annotate this qualification on the squadron letter of "Xs" once qualification has been achieved. As a minimum, the number of qualified crew members will be capable of manning OPlan tasked missions or as specified in the RAP tasking message. Due to the unique equipment and or tactics associated with special capabilities discussed below, it is imperative to provide a consolidated training period to aircrew members. Once initiated, special capability training should be completed within 45 days (AFRC: 120 Days). If a 90 calendar day period (AFRC: 120 Days) is exceeded from start of the special capability training to SQ/CC certification, the individual will lose credit for all training accomplished and must reaccomplish the entire special capabilities training program.

6.11.2. AGM-142:

6.11.2.1. Initial qualification in the AGM-142 mission will be in accordance with the AGM-142 training syllabus.

6.11.2.1.1. Ground Training. Initial ground training will include mission planning considerations, employment tactics, missile normal operating procedures, emergency procedures, missile preflight and IR theory.

6.11.2.1.2. Simulator Training. The tasked unit should utilize available resources to ensure RN proficiency in target acquisition, tracking, restricted visibility, and terminal missile guidance.

6.11.2.1.3. Flying Training. The flight training program will consist of a minimum of 4 HNTS missions utilizing realistic training scenarios and employment techniques.

6.11.2.2. Continuation Training. This training will be accomplished in accordance with this volume and the RAP tasking message. The squadron commander will specify the AGM-142 continuation ground training program to ensure crews are CMR/BMC.

6.11.3. AGM-84 Harpoon:

6.11.3.1. Initial Qual. Will be IAW AGM-84 training syllabus.

6.11.3.1.1. Ground Training. The ground training program will include academic courses on AGM-84 tactics, mission planning considerations, missile operation, emergency/abnormal procedures and missile preflight.

6.11.3.1.2. Flying Training. The Harpoon flying training program will consist of a minimum of two Harpoon Training Sortie (HTS) missions.

6.11.3.2. Continuation Training. This training will be accomplished in accordance with this volume and the RAP tasking message. The squadron commander will specify the Harpoon continuation ground training program to ensure crews are CMR/BMC. Information crossflow involving Harpoon training programs, tests, employment techniques and tactics development between tasked units is authorized and highly encouraged.

6.11.4. Laser Guided Bombs (LGB). Units tasked by the MAJCOM to perform LGB missions will provide, as a minimum, the training program outlined below:

6.11.4.1. Initial Qualification:

6.11.4.1.1. Ground Training. Each unit will develop an academic training program encompassing laser operations and theory, mission planning considerations, LGB preflight, buddy lazing communications/procedures, and employment/tactics.

6.11.4.1.2. Flight Training. The flight training program will consist of a minimum of two LGB sorties (LGBS). One sortie will include coordination with ground assets and one with airborne assets. An actual weapon release is required to complete initial qualification training (on either sortie).

6.11.4.2. Continuation Training. This training will be accomplished in accordance with this volume and the RAP tasking message. A minimum of one sortie per year will be accomplished with an actual release. The squadron commander will specify the LGB continuation ground training program to ensure crews are CMR/BMC.

6.12. Visual Refueling Formation Qualification.

6.12.1. This program is designed to qualify crewmembers in visual refueling formation (observation position) and provide a basic introduction to large aircraft close formations and maneuvering. After pilots are qualified to fly visual refueling formation, the squadron commander may designate them to supervise qualified copilots during visual formation. Inflight visual formation qualification training must be done with an instructor pilot qualified in the maneuver to be performed. Individuals that were instructors prior to 1991 and previously flew in loose visual formation require academics and do not require instructor supervision during flight training.

6.12.2. The qualification program will consist of the following:

6.12.2.1. Academics. This will include definitions, references, a review of applicable directives, and procedures for lost wingman, rejoins, overshoots, turns.

6.12.2.2. Flight Training. One training sortie with a qualified instructor pilot to include:

6.12.2.2.1. Fifteen minutes in position for each pilot. This includes time spent inside one mile accomplishing a rejoin to the visual position.

6.12.2.2.2. Minimum of two rejoins from the 60 degree echelon position to the observation position.

6.12.3. Following satisfactory completion of the above requirements, the SQ/CC will certify, on the letter of Xs, individuals qualified to perform visual refueling formation.

6.13. JDAM/WCMD Initial Qualification Training.

6.13.1. All crewmembers will accomplish the JDAM/WCMD initial academics ground training prior to any flight training. For crewmembers already qualified in either JDAM or WCMD, they need only cover difference training to satisfy the initial academic training requirement.

6.13.2. JDAM/WCMD initial qualification training will consist of a minimum of 3 sorties for Radar Navigators and Navigators. Pilots and Electronic Warfare Officers will require a minimum of 1 sortie (if only one sortie is accomplished, the objectives of JDAM/WCMD 3 must be achieved). Each sortie will consist of approximately 3 hours of JDAM/WCMD training in a MOA either single ship or in formation.

6.13.2.1. JDAM/WCMD 1, Orientation--Mission Objectives: Familiarization with inflight operations. Specific Mission Tasks: Preflight, operating limitations, switchology, 1X-JDAM/WCMD Full Load Release in Auto Target/Auto Release mode, 2X-CF546 Weapon Target Assignment events, 3X-CF547 Target Data Modification events, 4X-CF548 Direct Target Definition events, 1X-CF549 Manual Initiated Auto Target and 2 jettison procedure events. This sortie may be accomplished in the WST if the appropriate JDAM/WCMD events are certified code 1 by the most current SIMCERT.

6.13.2.2. JDAM/WCMD 2, Proficiency and Tactics—Mission Objectives: Demonstrate proficiency in JDAM/WCMD employment. Specific Mission Task: The same events as JDAM/WCMD 1.

6.13.2.3. JDAM/WCMD 3, Tactical Employment—Mission Objectives: Demonstrate proficiency in tactical employment of JDAM/WCMD in a threat environment. After this sortie the crew will comprehend the effects of defensive maneuvers on the LAR. If the MOA is not collocated with simulated threat emitters, threats will be simulated by the instructor on board the aircraft. Specific Mission Tasks: Same as JDAM/WCMD 1.

6.14. JSOW Initial Qualification Training

6.14.1. All crewmembers will accomplish AGM-154, JSOW, initial academics ground training prior to any flight training.

6.14.2. JSOW initial qualification training will consist of a minimum of 3 sorties for RN and N. AC, P and EW require only one sortie but must meet the objectives of JSOW 3 as described in paragraph **6.14.2.3.**

6.14.2.1. JSOW 1, Orientation Mission Objectives. Familiarization with inflight operations. Specific Mission Tasks: Preflight, operating limitations, switchology. Accomplish the following JSOW activity: preplanned target attack, waypoint mission, 2 - direct attack releases focusing on the differences between an in-range and in-zone release, and target modification. This sortie is not required for instructors that are current and qualified in another J-series weapon.

6.14.2.2. JSOW 2, Proficiency and Tactics—Mission Objectives: Demonstrate proficiency in JSOW employment. Specific Mission Task: The same events as JSOW 1.

6.14.2.3. JSOW 3, Tactical Employment—Mission Objectives: Demonstrate proficiency in tactical employment of JSOW in a threat environment. After this sortie the crew member will comprehend the effects of defensive maneuvers on the LAR. If threat emitters are not collocated with the training area being used, threats will be simulated by instructor(s) on board the aircraft. Specific Mission Tasks: Same as JSOW 1.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-704, *Military Deception Program*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202V3, *General Flight Rules*

AFI 11-207, *Flight Delivery of Fighter Aircraft*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support Program*

AFMAN 11-217V1, *Instrument Flight Procedures*

AFPD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 11-404, *Centrifuge Training for High-G Aircrew*

AFI 13-102, *Air Support Operations Center (ASOC) and Tactical Air Control Party (TACP) Training and Evaluation Procedures*

AFI 13-212V1, *Weapons Ranges*

AFI 13-212V2, *Weapons Range Management*

AFI 13-212V3, *Hazard Methodology and Weapon Safety Footprints*

AFI 14-105 As supplemented , *Unit Intelligence Mission and Responsibilities*

AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 32-4002, *Hazardous Material Emergency Planning and Response Program*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFPAM 36-2211 , *Guide for Management of Air Force Training Systems*

AFI 36-2217, *Munitions Requirements for Aircrew Training*

ETCA, *USAF Formal Schools*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFMAN 37-139, *Records Disposition Schedule*

AFI 337-360V2, *The Air Force Publications and Forms Management ProgramDeveloping and Processing Forms*

AFI 51-401 , *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V1, *Criminal Investigations*

AFI 71-101V2 , *Protective Service Matters*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSH) Program*

AFTTP 3-1 , *Mission Employment Tactics*

AFTTP 3-3 , *Combat Aircraft Fundamentals*

ACCI 11-301 , *Aircrew Life Support Program*

ACCI 11-460, *Operations Systems Management*

ACCI 11-464 , *Training Records and Performance Evaluation in Formal Flying Training Programs*

Abbreviations and Acronyms

A/A—Air-to-Air

A/S—Air-to-Surface

AAA—Antiaircraft Artillery

AAW—Antiair Warfare (US Navy)

AB—Afterburner

AC—Aircraft Commander

ACBT—Air Combat Training

ACC—Air Combat Command

ACCI—Air Combat Command Instruction

ACCR—Air Combat Command Regulation

ACDE—Aircrew Chemical Defense Equipment

ACM—Advanced Cruise Missile

ACMI—Air Combat Maneuvering Instrumentation

ACT—Air Combat Tactics

ADOTS—AFRC Deployable Operations Training System

AETC—Air Education and Training Command

AF—Air Force

AFCA—Air Force Communications Agency

AFORMS—Air Force Operations Resource Management System

AFRC—Air Force Reserve Command

AFSATCOM—Air Force Satellite Communications System

AFSC—Air Force Specialty Code

AFTTP—Air Force Tactics, Techniques and Procedures

AGL—Above Ground Level

AGM—Air-to-Ground Missile

AGTS—Aerial Gunnery Target System

AHC—Aircraft Handling Characteristics

AI—Airborne Interceptor

AILA—Airborne Instrument Landing Approach

AIR—Air Inflatable Retarder

ALCM—Air Launched Cruise Missile

ANG—Air National Guard

AOA—Angle of Attack

AOC—Air Operations Center

AR—Air Refueling

ARA—Airborne Radar Approach

ARC—Air Reserve Components

ARM—Antiradiation Missile

ASD—Average Sortie Duration

ASLAR—Aircraft Surge Launch and Recovery

ASUW—Antisurface Warfare (US Navy)

ATD—Aircrew Training Device

AWACS—Airborne Warning and Control System

AWOP—Automated Weaponeering Optimization Program

B—Basic (Initial)

BAI—Backup Aircraft Inventory

BAQ—Basic Aircraft Qualification

BDA—Battle Damage Assessment

BDU—Bomb Dummy Unit

BCN—Beacon

BFM—Basic Fighter Maneuvers/Maneuvering

BMC—Basic Mission Capable

BAQ—Basic Aircraft Qualification

BR—Bomb Run

BS—Bomb Squadron

BSA—Basic Surface Attack

BVR—Beyond Visual Range

C—Copilot

C3—Command, Control, and Communications

C3I—Command, Control, Communications, and Intelligence

C&R—Collection and Reporting

CAF—Combat Air Forces

CAP—Combat Air Patrol/Critical Action Procedures

CAS—Close Air Support

CAT—Category

CA-coded—Designated Aggressor Aircraft

CB-coded—Designated Test Aircraft

CBI—Computer Based Instruction

CC—Commander

CC-coded—Designated Combat Aircraft

CCIP—Constantly Computed Impact Point

CCP—Command Control Procedures

CCRP—Constantly Computed Release Point

CEP—Circular Error Probable

CFIC—Central Flight Instructor Course

CFTR—Composite Force Training

CHUM—Chart Update Manual

CIRVIS—Communications Instructions for Reporting Vital Intelligence Sightings

CITS—Central Integrated Test System

CM—Countermeasures

CMR—Combat Mission Ready

CoCCT—Code of Conduct Continuation Training

COMM JAM—Communications Jamming

COMSEC—Communications Security

CPT—Cockpit Procedures Trainer

CRM—Crew Resource Management

CRO—Criterion Referenced Objectives

CSAR—Combat Search and Rescue

CST—Combat Survival Training

CT—Continuation Training

CV—Vice Commander

CW—Chemical Warfare

CWD—Chemical Warfare Defense

CWDS—Combat Weapons Delivery Software

CWT—Composite Wing Training

D—Demonstration

DACBT—Dissimilar Air Combat Training

DACT—Dissimilar Air Combat Tactics

DART—Deployable Aerial Reflective Target

DAS—Defensive Avionics System

DB—Dive Bomb

DBFM—Dissimilar Basic Fighter Maneuvers/Maneuvering

DCA—Defensive Counterair

DLA—Defense Logistics Agency

DLO—Desired Learning Objectives

DM—Destructor Mine

DMPI—Designated Mean Point of Impact

DNIF—Duties Not Involving Flying

DOB—Defensive Order of Battle

DOC—Designed Operational Capability

DP—Departures

DR—Dead Reckoning

DRU—Direct Reporting Unit

DSC—Defensive Systems Course

DSO—Defensive Systems Officer

DTOS—Dive Toss

DTUC—Data Transfer Unit Cartridge

E—Experienced Crew member

EA—Electronic Attack

E&R—Evasion and Recovery

EC—Electronic Combat

ECR—Electronic Combat Range

EEI—Essential Elements of Information

EID—Emitter Identification Data

EM—Energy Maneuverability

EMCON—Emissions Control

EO—Electro-Optical

EP—Electronic Protection/Emergency Procedure

EPE—Emergency Procedures Evaluation

ERCC—Engine Running Crew Change

ERP—Effective Radiated Power

ESS—Electronic Scoring Site

EW—Electronic Warfare

EWO—Electronic Warfare Officer

F—Familiarization

FAC (A)—Forward Air Controller (Airborne)

FAM—Familiarization

FCTS—Formed Crew Training Sortie

FEB—Flying Evaluation Board

FEF—Flying Evaluation Folder

FI—Fighter Intercept

FL—Flight Lead

FLIR—Forward Looking Infrared

FLUG—Flight Lead Upgrade

FOT&E—Follow-on Operational Test and Evaluation

FOV—Field of View

FPA—Flight Path Angle

FPM—Flight Path Marker

FS—Fighter Squadron/Flight Surgeon/Aircrew Physician

FSCL—Fire Support Coordination Line

FSWD—Full Scale Weapons Delivery

FTC—Faculty Training Course

FTR—Fighter

FTU—Formal Training Unit

FW—Fighter Wing

G—Gravitational Load Factor

GBU—Guided Bomb Unit

GCI—Ground Control Intercept

GLO—Ground Liaison Officer

GLOC—G-induced Loss of Consciousness

GP—General Purpose

GPS—Global Positioning System

GS—Ground Speed

HADB—High Altitude Dive Bomb

HAE—High Altitude Employment

HARB—High Altitude Release Bomb

HAS—High Angle Strafe

HASD—High Altitude Systems Delivery

HF—High Frequency/Height Finder

HHD—Higher Headquarters Directed

HHQ—Higher Headquarters

HI-RES—High Resolution

HOB—Height of Burst

HMACTS—High/Medium Altitude Conventional Training Sortie

HTCST—High Threat Combat Survival Training

HUD—Heads-Up Display

I—Inexperienced Aircrew Member

IAW—In Accordance With

ICWT—Initial Chemical Warfare Training

ID—Identify/Identification

IEWO—Instructor EWO

IFF—Identification Friend or Foe

IFR—Instrument Flight Rules

IIR—Imaging Infrared

IKB—Integrated Keyboard

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

INFLTREP—Inflight Report

INS—Inertial Navigation System

INTREP—Intelligence Report

IOC—Initial Operational Capability

IOS—Instructor Operator Station

IOSO—Instructor Offensive Systems Officer

IP—Instructor Pilot

IPSIM—IP Simulator

IPUG—Instructor Pilot Upgrade

IQC—Initial Qualification Course

IQT—Initial Qualification Training

IR—Infrared

IRC—Instrument Refresher Course

IRCM—Infrared Countermeasures

ISD—Instructional Systems Development

ITA—In-flight Target Assignment.

ITFR—IMC (or night) Terrain Following Radar

IWSIM—Instructor WSO Simulator

IWSO—Instructor Weapon Systems Officer

IWUG—Instructor WSO Upgrade

JAAT—Joint Air Attack Team

JCTS—Joint/Composite Training Sortie

JDAM—Joint Direct Attack Munition

JETT—Jettison

JFT—Joint Force Training

JMEM—Joint Munitions Effectiveness Manual

KCAS—Knots Calibrated Airspeed

KIAS—Knots Indicated Airspeed

KIO—Knock It Off

KF—Kalman Filter

KS—Killer Scout

KTAS—Knots True Airspeed

LACTS—Low Altitude Conventional Training Sortie

LADD—Low Angle Drogue Delivery

LAHD—Low Angle High Drag

LAI—Low Altitude Intercept

LALD—Low Angle Low Drag

LAO—Local Area Orientation

LADT—Low Altitude Dive Toss

LAHD—Low Angle High Drag

LALD—Low Angle Low Drag

LANTIRN—LowAltitude Navigation and Targeting Infrared for Night

LASD—Low Altitude Systems Delivery

LASTE—Low Altitude Safety and Targeting Enhancement

LAT—Low Altitude Toss

LATF—Low Altitude Tactical Formation

LATN—Low Altitude Tactical Navigation

LE—Low Altitude Event

LGB—Laser-Guided Bomb

LGBS—Laser-Guided Bomb Sortie

LEES—Low ERP Emitter Search

LLLD—Low Level Low Drag

LLE—Low Level Employment

LOAC—Law Of Armed Conflict

LOC—Limited Operational Capability

LOS—Line of Sight

LOW ALT—Low Altitude

LOWAT—Low Altitude Training

LRDT—Long Range Dive Toss

LRS—Long Range Strafe

LTCST—Low Threat Combat Survival Training

LTDSS—Laser Target Designator Scoring System

MADT—Medium Altitude Dive Toss

MAJCOM—Major Command

MAV—Maverick

MBW—Modifiable Ballistic Weapon

MCC—Mission Commander

MCM—Multi-Command Manual

MDA—Minimum Descent Altitude

MDS—Mission Design Series

MDT—Mission Directed Training

MEA—Minimum Enroute Altitude

MIJI—Meaconing, Interference, Jamming and Intrusion

MIL—Military Power

MISREP—Mission Report

ML—Mission Lead

MM—Monopulse Measurement

MOA—Military Operating Area

MP—Mission Pilot

MQF—Master Question File

MQT—Mission Qualification Training

MR—Mission Ready

MRM—Medium Range Missile

MRT—Miniature Receive Terminal

MS—Mission Support

MSA—Minimum Safe Altitude

MSD—Mass Storage Device

MT—Mission Trainer

MTR—Military Training Route

MW—Mission WSO

MUTES—Multiple Threat Emitter System

N/A—Not Applicable

NAAR—Night Air Refueling

NAF—Numbered Air Force

NAV—Navigation

NEAJAM—Non-Emitter Associated Jamming

NGB—National Guard Bureau

NLT—Not Later Than

NSA—Night Surface Attack

NT—Night

NTS—Nuclear Training Sortie

NVD—Night Vision Device

NVG—Night Vision Goggles

NTF—Night Terrain Following

OAS—Offensive Avionics System

OCA—Offensive Counterair

OCA-A—Offensive Counterair Air-to-Air

OCA-S—Offensive Counterair Air-to-Surface

OG—Operations Group

OPR—Office of Primary Responsibility

OPS—Operations

OPSEC—Operations Security

ORE—Operational Readiness Exercise

ORI—Operational Readiness Inspection

ORSA—Offensive Radar Set Altitude

OSC—Offensive Systems Course

OSO—Offensive Systems Officer

OSS—Operations Support Squadron

OTD—Operations Training Development

OT&E—Operational Test & Evaluation

P—Pilot / Proficient

PACAF—Pacific Air Forces

PAI—Primary Aircraft Inventory

PAR—Precision Approach Radar

PCS—Permanent Change of Station

PD—Probability of Damage

PDAI—Primary Development/Test Aircraft Inventory

PFT—Programmed Flying Training

PGM—PrecisionGuided Munitions

PMAI—Primary Mission Aircraft Inventory

POAI—Primary Other Aircraft Inventory

POS—Position

PPB—Positive Pressure Breathing

PPG—Positive Pressure Breathing for G

PQI—Professional Qualification Index (AFI 11401)

PTA—Planned Time of Arrival

PTAI—Primary Training Aircraft Inventory

PTT—Partial Task Trainer

PUP—Pilot Upgrade Program/Pull Up Point

QUAL—Qualification

RBS—Radar Bomb Score

RCO—Range Control Officer

RCS—Radar Cross Section

RECCE—Reconnaissance

RF—Radio Frequency

RFMDS—Red Flag Mission Debriefing System

RMU—Runway Monitoring Unit

RN—Radar Navigator-Bombardier

ROE—Rules of Engagement

ROM—Runway Operations Monitor

API—Rated Position Identifier (AFI 11-401)

RT—Radio Terminology

RTC—Requalification Training Course

RTT—Realistic Target Training

RW—Reconnaissance Wing

RWR—Radar Warning Receiver

RX—Rockets

SA—Strategic Attack/Situational Awareness

SAFE—Selected Area For Evasion

SAR—Search and Rescue

SAT—Surface Attack Tactics

SCA—Safe Clearance Altitude

SCAR—Strike Control and Reconnaissance

SCL—Standard Conventional Load

SCP—Set Clearance Plane

SEAD—Suppression of Enemy Air Defenses

SEAD-A—SEAD-Anti-Radiation

SEAD-C—SEAD-Conventional

SEAD-E—SEAD-Electronic

SEFE—Stan/Eval Flight Examiner

SELO—Stan/Eval Liaison Officer

SEPT—Situational Emergency Procedure Training

SFO—Simulated Flameout

SFW—Sensor Fuzed Weapon

SI—Simulator Instructor

SIOP—Single Integrated Operation Plan

SIMCERT—Simulator Certification

SLD—Systems Level Delivery

SMS—Stores Management System

SOCC—Sector Operations Control Center

SOF—Supervisor of Flying

SORTS—Status of Resources and Training System

SQ/CC—Squadron Commander

SPIN—Special Instruction

SRM—Short Range Missile

SRTY—Sortie

SSAC—Senior Staff Academic Course

SSQC—Senior Staff Qualification Course

SSRC—Senior Staff Requalification Course

TA—Terrain Avoidance

TAC FORM—Tactical Formation

TACAN—Tactical Air Navigation

TACS—Tactical Air Control System

TAI—Total Active Inventory

TAR—Training Accomplishment Report

TD—Tactical Deception

TDY—Temporary Duty

TES—Tactical Eval SQ/Test & Eval SQ

TEWS—Tactical Early Warning System

TF—Terrain Following

TFACU—Terrain Following Avionics Control Unit

TF-coded—Designated Training Aircraft

TFR—Terrain Following Radar

TGM—Training Guided Munitions

TGT—Target

TO—Takeoff(s)/Technical Order

TOD—Time of Detonation

TOLD—Take Off and Landing Data

TOT—Time On Target

TR—Training Rules

TTG—Time to go

TTI—Time to Impact

TW—Tail Warning

TX—Transition Training

UCML—Unit Committed Munitions List

UE—Unit Equipment

UIP—Upgrading Instructor Pilot

UIWSO—Upgrading Instructor WSO

UMB—Unit Mission Brief

UMD—Unit Manning Document

UNITREP—Unit Status and Identity Report

USAF—United States Air Force

USAFE—United States Air Forces in Europe

USAFR—United States Air Force Reserve

USAFWS—United States Air Force Weapons School

USI—Upgrading Simulator Instructor

UTC—Universal Time Constant

UTE—Utilization Rate

VASTAC———Vector Assisted Attack

VDP—Visual Descent Point

VID—Visual Identification

VFR—Visual Flight Rules

VLD—Visual Level Delivery

VMC—Visual Meteorological Conditions

VR—Visual Recognition

VRD—Vision Restricting Device

VSD—Vertical Situation Display

VTR—Video Tape Recorder

WCMD—Wind Corrected Munitions Dispenser

WDL—Weapon Data Link

WE—Weapons Delivery

WG—Wing

WIC—Weapons Instructor Course

WS—Weapons School

WSO—Weapon Systems Officer

WST—Weapon System Trainer

WSTO—Weapon System Training Officer

WTT—Weapons and Tactics Trainer

WVR—Within Visual Range

WW—Wild Weasel

WX—Weather

Terms

Academic Training—This training includes classroom, Computer Based Training (CBT), and Aircrew Training Devices (ATD) related to aircraft systems and operation, flight characteristics and techniques, performance, normal and emergency procedures, and safety of flight items. Academic courses prepare crew members for flight training and are normally completed before flight training.

Aircrew Training Device (ATD)—The ATD is intended to enhance, not replace actual flight training. ATDs do this by allowing crew members to practice tactics, malfunctions, and emergency procedures which cannot be practiced inflight. ATD missions must be designed to ensure that the prescribed subject matter is presented in a realistic manner that resembles to the maximum extent possible actual flight procedures, tactics, and threat environments.

Alternate Release—The technique of determining the release point by the best means available without any INS or GPS inputs.

Basic Aircraft Qualification (BAQ)—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to safely operate the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. Crew members are not authorized to perform RAP-tasked combat event/sorties unless under the supervision of a like specialty instructor and when authorized by the unit commander. API 1 or 2 individuals will not train at this level. Flight duties will be limited to those identified in paragraph **4.3.**

Basic Mission Capable (BMC)—A status of a crew member who has satisfactorily completed training prescribed to perform the unit mission but who does not maintain CMR status. The SQ/CC may authorize the performance of RAP-tasked combat events/sorties after completion of MQT or applicable portions of MQT. This category includes USAFWS instructors. (Refer to paragraph **4.3.**)

Camera Attack—A weapons delivery during which ordnance is not released but all attack switchology and conditions are satisfied.

Certification—The process of certifying crew members for nuclear tactical employment IAW ACCI 10-450V2.

Circular Error—Miss distance of a given weapon impact expressed in radial distance from center of target.

Cockpit Procedures Trainer (CPT)—A device used to train normal, emergency, and instrument procedures. Aircraft instruments and other displays are activated to respond to flight control and switch inputs; however, exact dynamic simulation of all functions is not required.

Collateral Sorties—Sorties not directly related to combat employment training but necessary for accomplishment of unit training programs, such as ferry flights etc. These sorties are not required for RAP reporting purposes.

Combat Mission Ready (CMR)—A status of a crew member who has satisfactorily completed training prescribed to be fully qualified to perform the command or unit operational mission. In flying operational squadrons, this category includes operations officers and squadron commanders. (Refer to paragraph **4.3.**)

Composite Force Training (CFTR)—Scenarios employing multiple flights of different types of aircraft, each under the direction of its own flight leader, performing the same or different roles.

Continuation Training (CT)—Training to maintain proficiency and improve crew members capabilities to perform unit missions, and crew members proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR, BMC, or BQ crew members.

Critical Phases of Flight—Takeoff, air refueling, initial buffet demonstration, and landing.

Currency—The minimum frequency required to perform an event or sortie safely.

Degraded Release—The technique of determining the release point utilizing the capability of the OAS computers without updates from the radar or GPS. The INSs may be updated through inputs from visual, EVS aided, etc. INS/GPS with no useable radar scope is considered degraded.

Delivery Parameters—Data reflecting current delivery considerations for general purpose/nuclear ordnance as well as tactical survivability. Appropriate aircraft/weapons Tech Orders must be consulted for live ordnance safe escape criteria, and -1 performance charts.

Desired Learning Objectives (DLO)—Objectives set for use as learning progress benchmarks. DLOs should be understandable, attainable, and quantifiable. Accomplishment of desired learning objectives will indicate mission success on training missions via completion of specific mission tasks. An example DLO would read, "To identify and react to all factor threats." The corresponding mission task would read, "Electronic Warfare Officer correctly identify and direct successful maneuvers."

EC Range Event—Inflight operations conducted on an EC range with fixed or mobile surface to air emitters operating and detection/threat reactions emphasized.

Electronic Scoring Site (ESS)—Sites capable of Radar Bomb Scoring (RBS), EC range training and special training.

Emergency Procedures Evaluation (EPE)—An evaluation of crew members knowledge and responsiveness to critical and non-critical Emergency Procedures conducted by a Stan/Eval Flight Examiner (SEFE) verbally, in a WST, CPT, or aircraft cockpit in IAW AFI 11-2B-52, Vol 2.

EVS Bombing—This category includes bomb runs conducted using primarily EVS inputs (with or without pilot visual assistance). No steering or timing inputs from the OAS computers are authorized for the entire bomb run from the IP to the target. Visual references for both the IP and the target are required.

Experienced Crewmember (E)—Designate crewmembers as experienced based on the minimum hour requirements in **Table A1.1.** Both total and B-52 hours must be met before designating an individual as experienced. Unit commanders may elect to retain an individual meeting the minimum requirements as inexperienced if designation as experienced is not warranted. Designation of crewmembers as experienced may take place when minimum requirements are met, and training requirements will be

prorated. Unit commanders may return an individual to inexperienced status at any time. All instructors are considered experienced.

Table A1.1. ACC/AFRC Requirements for Experienced Designation.

CREW POS	TOTAL HRS/B-52 HRS
AC	350 B-52 hours as AC
RN	1000/400
N	400
EW	750/650

Familiarization (FAM)—Normally requires a minimum of three weapons deliveries for Precision Guided Munitions (PGMs), Air to Ground Missiles (AGMs), and bombing events. This also includes sortie types.

Flight Lead (FL)—As designated on flight orders, the aircraft commander responsible for overall conduct of mission from preflight preparation/briefing to post flight debriefing, regardless of actual position within the formation.

Formed Crew—(N/A FTU, Det 5, 57 WG, AFRC, 49 TS) A formed crew is a designated team of flight crew members necessary to perform flight duties specified in the applicable Mission Design Series (MDS) flight manual.

High Altitude—Conventionally, an altitude above 25,000 feet.

Initial Qualification Training (IQT)—Training to qualify the crew member in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for entering MQT.

Instructor—An individual who has been trained to instruct and is designated and certified in writing by the unit OG/CC.

Instructor Supervision—Defined as having a qualified instructor of like specialty, supervising a maneuver or training event. For RN, N, and EW, the instructor may supervise from the respective instructor station during all phases of flight. IP supervision requires the IP to occupy one of the primary pilot seats with immediate access to the controls during critical phases of flight and simulated emergency events. During non-critical phases of flight the IP may supervise from the IP seat. **EXCEPTION**: Unqualified pilots performing qualification training per **Chapter 2** require IP-in the-seat supervision during all phases of flight. On the basis of IP recommendation, the FTU flight commander or branch chief (SQ/DO for in-unit qualification training) may waive the IP-in-the seat requirement (for non-critical phases of flight only). This waiver will be placed in the individual's training folder until completion of IQT.

Integrated Release—The technique of determining the release point by using the best means available. Any authorized aid except radio aids may be used in any combination to effect a release.

Joint/Composite Training Sortie (JCTS)—Sortie emphasizing dissimilar, multi-ship, surface attack tactics to develop proficiency in the following areas: Dissimilar aircraft planning, Offensive Counter Air (OCA) considerations, multi-axis attacks, aircraft and weapons deconfliction, and Multi-ship egress. Major exercises provide the best opportunity for this type of training, however, any dissimilar multi-ship mission that allows adequate planning, airspace, and debriefing fulfills this requirement.

Low Altitude—Below 5,000 feet Above Ground Level (AGL).

Medium Altitude—A height between 5,000 and 25,000 feet.

Mission Commander (MCC)—The MCC is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages. Mission commanders are authorized to lead joint/composite force missions. (See paragraph **6.4.**)

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for mission ready status. Mission capable crew members must complete the appropriate tactical qualifications necessary to perform their assigned duties.

Night—The time between the end of civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time.

Offensive Systems Mission Trainer (OSMT)—This trainer mirrors the WST Navigator station and provides RNs and Ns with specific mission tasks in a realistic environment.

Pilot Visual—Bomb runs which are conducted using only pilot visual inputs (with or without EVS assistance). No steering or timing inputs from the OAS computers are authorized for the entire run from the IP to the target.

Primary Mission Aircraft Inventory (PMAI)—Aircraft assigned to a unit for performance of its wartime mission.

Primary Training Aircraft Inventory (PTAI)—Aircraft required primarily for technical and specialized training for crew personnel or leading to aircrew qualification.

Proficiency—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this volume, proficiency also requires currency in the event, if applicable.

Programming Time—The portion of the mission, common to all ACC bomber aircraft, allocated to avionics system initialization and alignment, system drift rate computation, and taking position and altitude updates.

Qualification (QUAL)—Crew member has demonstrated capability to put appropriate ordnance on target according to criteria established for that event in **Chapter 5**.

Radar Synchronous—The technique of determining the release point solely through the use of the OAS computers updated by radar crosshairs with INS or GPS inputs to the bombing solution.

Requalification Training (RQT)—Training necessary to requalify a crew member in the aircraft.

Situational Emergency Procedures Training (SEPT)—A discussion and review of abnormal/emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

Specialized Training—Training in specialized tactics, weapons systems, or flight responsibilities such as flight lead, etc. This training may be conducted in MQT or CT, as required.

Squadron Supervisor—Squadron Commander, Operations Officers, Asst Operations Officers, Flight CCs, and other individuals designated by the SQ CC in writing.

Supervised Status—The status of an individual delinquent in a currency event, unqualified IAW AFI 11-202V2, or designated by the squadron commander.

Surface Attack Tactics (SAT)—Includes tactical mission planning and weapons delivery IAW unit tasking, simulating UCML munitions, and SCLs against a tactical target. Simulated attacks may be

conducted against realistic targets IAW local restrictions.

Tactical Deception (TD)—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires. TD actions to support operational missions. It is not accomplished as a stand alone activity.

Verification (Conventional)—Applies to procedure aimed at verifying and refreshing crew members tactical employment knowledge, emphasizing conventional operations according to the unit's wartime tasking. Verification is conducted in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual crew members knowledge. Continuation training is to reinforce, refresh, and update crew members on unit wartime mission/tasking, tactics, and procedures. See **Attachment 3**.

Weapons Systems Trainer (WST)—A device that provides an artificial training or tactics environment in which operators learn, develop, improve, and integrate mission skills associated with their crew position in a specific defense system.

Attachment 2

GLOSSARY OF EVENTS

A2.1. Event Descriptions. Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events. Some event AFORM codes/identifiers may be found in ACCI 11-460. Event is defined in one of the following manners:

A2.1.1. A specific type of weapon delivery (defined by aircraft flight path, ordnance delivered, delivery method, or target struck) performed during a sortie.

A2.1.2. Expending of ordnance against a target according to predetermined flight path parameters and delivery methods. A single delivery constitutes an event which requires satisfaction of additional criteria.

A2.1.3. Accomplishment of a specific training element, function, or task (i.e., AR, Landing, etc.).

A2.2. Weapons Delivery Events:

A2.2.1. A delivery is defined as a pass at a target on which ordnance is expended or a pass meeting the criteria defining a specific weapon delivery. All deliveries will be recorded, but not necessarily as a "record" delivery. There are two types of deliveries:

A2.2.1.1. Basic Delivery. A delivery without defensive maneuvering. It may be used as a record event only for initial qualification. There is no restriction on the number of dry passes made before or during basic deliveries in a record event for initial qualification; however, only the first two deliveries per event may be made for record.

A2.2.1.2. Tactical Delivery. Any delivery using patterns and techniques that minimize final flight path predictability, yet allows sufficient time for accurate weapons delivery. When a tactical delivery is flown for record, dry passes in the event are not permitted before or during the event.

A2.2.2. A delivery constitutes a weapons delivery event based on two categories: by record keeping (Record or Non-Record), and by RAP tasking (FAM and QUAL):

A2.2.2.1. Record Keeping:

A2.2.2.1.1. Non-Record. Basic or Tactical weapons delivery accomplishments not credited toward weapons qualification provided the crew member declares non-record prior to beginning event.

A2.2.2.1.2. Record. A weapons delivery scored for individual weapons qualification. Scoring shall be accomplished by ground, or camera scoring, or as appropriate. A maximum of two record deliveries may be accomplished during a sortie from a single run-in heading. Additional record deliveries may be accomplished from headings differing by at least 45 degrees or on different targets/ranges. May not be preceded by non-record deliveries in the event on the same sortie. The first two deliveries will be considered record unless otherwise declared prior to the roll-in to final. Scores will be documented by CEP and clock position. All delivery attempts should be record attempts unless declared "non-record" prior to release. Additional guidelines are:

A2.2.2.1.3. Basic. Must be scored on a ground scored range or as appropriate.

A2.2.2.1.4. Tactical. A minimum of 50% must be accomplished on a ground scored range or as appropriate.

A2.2.2.2. RAP Tasking:

A2.2.2.2.1. FAM. Weapons events tasked at FAM may be basic/tactical record deliveries. Each single weapons run counts as one delivery. Unless otherwise specified in the RAP tasking message or formal course syllabi, FAM tasking normally requires a minimum of three weapons deliveries, PGMs, AGMs and bombing events.

A2.2.2.2.2. QUAL. Weapons tasked at QUAL must be tactical, record deliveries, excluding initial qual. QUAL tasking demonstrates the crew member's capability to put appropriate ordnance on target. Unless otherwise specified in the RAP tasking message or formal course syllabi, QUAL criteria is established in **Chapter 5**.

A2.2.3. Miscellaneous Weapons Delivery Definitions to be Considered for Event Descriptions:

A2.2.3.1. Dry Pass. Weapons delivery pass during which no ordnance is expended. Such dry passes prior to completion of record deliveries in an event are charged to the crew members as gross errors unless pass was dry because of safety interests, system malfunctions, basic delivery requirements, or directed for flight integrity purposes.

A2.2.3.2. Foul. A penalty directed to a specific aircraft and crew for actions inconsistent with established procedures or safety considerations. A foul will result in a gross error for that delivery. Verbal warnings will not be substituted for fouls. A second foul or any dangerous pass will result in mandatory expulsion from any further deliveries during that mission and a gross error score for the event. **A2.2.3.3.** Gross Error. A penalty score or miss assigned to a RN/N's record when a weapons delivery attempt results in: munitions impact outside the range scoring capability; a chargeable dry pass; a foul; or an unintentional release.

A2.2.3.3. Hit. Predicated upon achieving the desired Probability of Damage per target type and number/type of weapons as defined by JMEM documents or established CEP requirements.

A2.2.3.4. Multiple Release. More than one weapon released against the same target on a single pass.

A2.2.3.4.1. Intentional. The crew member must advise the range officer prior to delivery and designate which impact to be scored.

A2.2.3.4.2. Inadvertent. Ordnance which was released without command by the crew members. Impact will not be scored.

A2.2.3.4.3. System Malfunction. An undeclared multiple release caused by a verified system malfunction. Score is void after system malfunction verification, otherwise, unintentional rules apply.

A2.2.3.4.4. Unintentional. Ordnance released due to crew member's error. Will be scored as gross error regardless of impact point.

A2.2.3.5. No Spot. A weapons release during which no impact was observed. No score or error will be assigned.

A2.2.3.6. Void Delivery. Weapons delivery not successfully completed due to: a documented and verified weapons system malfunction; a pass aborted for safety; no spot; or circumstances beyond the control of the crew members.

A2.2.3.7. Accomplish all low level bombing activity at the authorized minimum TA or minimum ESS tracking altitude (if applicable) when aircraft equipment limitations, weather conditions, and crew proficiency allow.

A2.3. Tactical Events. The following listing of tactical events is to be used for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events and how often they may be logged. Instructors may log 50% of their events while instructing or evaluating in any seat.

A2.3.1. RAP Sorties (SRTY/SRTYS):

A2.3.1.1. Direct Attack Sortie (DATS): A training sortie designed to emphasize mission profile training utilizing direct attack munitions. Units are encouraged to use mixed loads on these sorties to maximize crew training. Any internal/external weapon load is allowable provided either external or internal stations are loaded with direct attack munitions (actual or simulated). Unit weapons officers are encouraged to develop realistic weapons load mixes based on possible OPLAN and contingency tasking. Log with other applicable RAP sortie events. As a minimum this sortie will include

A2.3.1.1.1. EA threat activity (reflecting the unit's AOR) or Fighter Intercept Exercise (FIE).

A2.3.1.1.2. Defensive action Bomb Run (BR).

A2.3.1.1.3. An actual weapon release employing a conventional direct attack training shape or actual weapon is desired. Direct attack weapons will include all conventional gravity weapons, guided and unguided.

A2.3.1.1.4. Secure Voice / Have Quick / Voice SATCOM exercise is desired.

A2.3.1.2. Nuclear Training Sortie (NTS). (N/A: Det 2, USAFWS and AFRC) A training sortie designed specifically to emphasize the crew coordination required to accomplish the unit's nuclear mission. Log with other RAP sortie events. Credit may be awarded provided ALCM/ACM and AFSAT/MILSTAR or MRT training activity is accomplished with at least two of the following events accomplished or on special test missions (i.e. BUSY LUGGAGE, GLOBAL SHADOW/ CRUISE):

A2.3.1.2.1. AR.

A2.3.1.2.2. Quick Taxi/SIOP Departure Exercise or Alert Force Response Exercise

A2.3.1.2.3. Nuclear weapons delivery, high or low.

A2.3.1.2.4. FIE.

A2.3.1.2.5. EC Event (A/S).

A2.3.1.3. Stand-Off Attack Training Sortie (SOATS): A training sortie designed to emphasize mission profile training utilizing stand-off attack munitions. Units are encouraged to use mixed loads on these sorties to maximize crew training. Any internal/external weapon load is allowable provided either external or internal load is simulated with stand-off attack munitions. Unit weapons officers are encouraged to develop weapon load mixes based on possible OPLAN and contin-

gency tasking. Log with other applicable RAP sortie events. As a minimum, this sortie will include:

A2.3.1.3.1. EA activity (reflecting the unit's AOR), or FIE.

A2.3.1.3.2. A simulated weapon release employing conventional stand-off attack munitions is required. Stand-off attack weapons include all conventional missiles.

A2.3.1.3.3. Secure Voice/Have Quick/Voice AFSATCOM exercise is desired.

A2.3.1.4. Countersea Training Sortie (CSTS). A training sortie that emphasizes the B-52 maritime mission. Sortie profile will provide aerial mining or AGM-84, Harpoon, activity accomplished per applicable OPLAN. For Harpoon activity AC, P, RN, and N must be Harpoon qualified or under the supervision of a Harpoon qualified instructor of like specialty. Award credit if successful AGM-84 launch is accomplished or simulated or if an actual or simulated mine run was accomplished.

A2.3.1.5. AGM-142 Training Sortie (HNTS). A training sortie on which AGM-142 activity was accomplished per applicable OPlan. AC, P, RN, and N must be AGM-142 qualified or under the supervision of a qualified instructor of like specialty. Award credit for HNTS if missile launch procedures were successfully demonstrated. To be creditable, the crew must accomplish the following:

A2.3.1.5.1. AGM-142 simulated launch.

A2.3.1.5.2. Voice SATCOM, Have Quick, or Secure Voice exercise is desired.

A2.3.1.5.3. EA Threat Activity is desired.

A2.3.1.6. Combat Skills Sortie (CSS). Building block sortie which contains events and tactics in any qualification level. Crews should concentrate on basic combat skills. A CSS may contain but is not limited to air refueling/rendezvous, EMCON procedures, tactics, communications procedures, weapons delivery, EA threat activity, low level navigation, transition training, and formation. A minimum of two of these areas must be accomplished in order to award credit for this event.

A2.3.1.7. Instructor Sortie (IS). An event logged by an instructor when performing instructor duties during the sortie, or a portion thereof. The instructor qualification must be required and used for the mission itself or a mission element. Examples include upgrade sorties, updating lost currencies, etc. Evaluators will log this event on evaluation sorties. Instructors/Evaluators will log an instructor sortie on any sortie that they were unable to log a RAP sortie due to a lack of events completed or when they determine their own training was not sufficient to log a RAP sortie.

A2.3.1.8. Laser Guided Bomb Sortie (LGBS). A training sortie on which specific LGB activity is accomplished. AC, P, RN, and N must be LGB qualified or under the supervision of a qualified instructor of like specialty. LGB activity, per paragraph **A2.3.11.13.**, must be accomplished. May dual log with HMACTS if HMACTS criteria are met.

A2.3.1.9. JDAM/WCMD Bomb Sortie (JWBS) A training sortie on which specific JDAM/WCMD activity is accomplished. AC, P, RN, and N must be JDAM/WCMD qualified or under the supervision of a qualified instructor. To be credible the crew must accomplish the following:

A2.3.1.9.1. JDAM/WCMD bomb run.

A2.3.1.9.2. JDAM/WCMD retargeting exercise.

A2.3.1.9.3. JDAM/WCMD jettison procedures.

A2.3.1.9.4. High/Medium Altitude Conventional Bomb Run IAW paragraph 2.3.11.4., crews will simulate a full internal load of gravity weapons.

A2.3.1.9.5. Voice SATCOM, Have Quick, or Secure Voice exercise is desired.

A2.3.1.9.6. EA Activity is desired.

A2.3.1.10. Night Sortie. A training sortie that emphasizes combat employment of the B-52 at night. For this sortie to be credible a minimum of 50 percent of the sortie must be at night or minimum of 2 hours of night time must be logged and at least two of the following activities must be logged during the night portion of the mission:

A2.3.1.10.1. Night Vision Goggle Exercise

A2.3.1.10.2. Air Refueling

A2.3.1.10.3. Formation

A2.3.1.10.4. Weapon Delivery (High or Low)

A2.3.1.10.5. Defensive Action Bomb Run

A2.3.2. Landings (LNDGs/LD) Creditable only to the pilot flying.

A2.3.3. Takeoffs (TO).

A2.3.3.1. Takeoff. Creditable only to the pilot performing the takeoff. The takeoff following a touch-and-go landing is not creditable, except for instructor pilots. FTU/USAFWS instructors may credit takeoff while performing copilot duties.

A2.3.3.2. Simulated Engine Loss on Takeoff (SimEngLossTO). Creditable during a touch and go landing.

A2.3.4. Quick Taxi/SIOP Departure: (N/A AFRC)

A2.3.4.1. Quick Taxi/SIOP Departure Exercise (QTE) A unit tailored training exercise designed to provide aircrews the necessary skills to respond to a Single Integrated Operational Plan (SIOP) launch or conventional dispersal message. The objective of this exercise is to minimize the amount of time required to launch the entire formation. Only one of the required events may be credited from the lead position per training cycle. IPs may take credit while instructing in either seat. The event will include but is not limited to:

A2.3.4.1.1. Aircraft cocked to simulate alert status without weapons.

A2.3.4.1.2. Flaps up.

A2.3.4.1.3. Launch message (general purpose launch message addressed to formation).

A2.3.4.1.4. Cartridge Start.

A2.3.4.1.5. Alert start, free flow taxi, formation departure with an emphasis on 30 second spacing between aircraft in the formation.

A2.3.4.1.6. Minimum of two aircraft.

A2.3.4.1.7. Roll-over chocks (if used for alert). The aircraft gross weight should be maximized within safety and scheduling constraints to ensure realistic training. All participating pilots may log this activity.

A2.3.4.1.8. High Speed Departure.

A2.3.4.2. Cartridge Start Procedures (CartridgeSt). Accomplish an alert response cartridge start in an alert aircraft or aircraft that has been cocked to simulate alert status. May be accomplished in the WST.

A2.3.4.3. High Speed Departure (HiSpDept). Departure flown at 325 KIAS until initial level-off altitude.

A2.3.5. Approaches (AP). Creditable only to the pilot flying.

A2.3.5.1. Pilot Proficiency Exercise (PProEx). Concentrated emphasis, during mission planning and inflight, on pilot emergency patterns. Accomplish one PProEx per period with an IP. To be credited, pilots will review all of the following events during mission planning. The following events will be scheduled for each pilot but credit may be awarded if adequate training is accomplished.

A2.3.5.1.1. Three instrument approaches, one of which must be precision.

A2.3.5.1.2. No flap approach and go around.

A2.3.5.1.3. One of either of the following: Simulated six engine approach and go around (Symmetric). Simulated six engine approach and go around (Asymmetric). Simulated six engine approach with 8 engine touch and go.

A2.3.5.1.4. Simulated loss of engine on takeoff.

A2.3.5.1.5. Visual pattern or circling approach.

A2.3.5.1.6. DELETE.

A2.3.5.1.7. DELETE.

A2.3.5.2. Airborne Radar Approach (ARA). Log in accordance with T.O. 1-1B-52H-1. May be logged with a non-precision approach.

A2.3.5.3. Flaps Up Approach (FlapUpAp). Pilots must fly the approach to log, navigators must demonstrate use of the Flaps Up Landing Data Chart.

A2.3.5.4. Visual Pattern (VisPatt). A maneuver flown to position the aircraft for landing from the visual traffic pattern. This maneuver is flown to augment the intensity of landing training and to acquaint the pilots with procedures, techniques, and aircraft control requirements associated with flying a visual traffic pattern.

A2.3.5.5. Simulated 6 Engine Approach and Go-Around Asymmetric (Simu6engAppGA) A six engine approach, simulating two outboard engines out on one side.

A2.3.5.6. Simulated 6 Engine Approach and Go-Around Symmetric (Simu6engAPPS) A six engine approach, simulating two outboard engines out on one side, flown using primarily only the four inboard symmetric thrust engines while utilizing the two outboard asymmetric thrust engines only if required. The go-around is accomplished by initially advancing only the inboard symmet-

ric thrust engines and using the outboard asymmetric thrust engines only if it is required and can be controlled.

A2.3.6. Air Refueling (AR). These training events address rendezvous and refueling as independent events. To receive credit for one, the other does not have to be accomplished.

A2.3.6.1. Total AR. Any air refueling is creditable when at least 10 minutes of toggles engaged (5 minutes IP) time is accomplished. Toggles engaged time does not apply to Higher Headquarters Directed (HHD) or multiple receiver missions. Credit only to the pilot flying.

A2.3.6.2. Receiver Directed Rendezvous. Receiver must conduct rendezvous to include maintaining offset, making range calls and directing the aircraft's final turn.

A2.3.6.3. Formation AR. Accomplish this activity with a bomber formation. IAW AFI 11-2B-52V3 and AFTTP 3-3V19 (formerly ACCM 3-3V19).

A2.3.6.4. Manual Boom Latching (MBL). The receiver effects a contact using manual boom latching procedures. This item demonstrates the procedures, aircraft control techniques, and coordination to be employed following a failure of normal contact capability. Follow technical order guidance. IP supervision required.

A2.3.6.5. Lightweight AR (LgtWt AR). To receive credit, the following conditions must be satisfied: Must be conducted between 230,000 and 290,000 pounds gross weight. Must not exceed 290,000 pounds until at least 10 minutes of contact time is achieved. At least 10 minutes of contact time is required. For continuation training, this event applies only to non-instructor pilots.

A2.3.7. Command and Control Events (CE):

A2.3.7.1. SATCOM/MILSTAR. Requires proper configuration for SATCOM operation, and completion of at least one successful airborne transmission with an agency outside of the formation. Only one event may be logged per sortie.

A2.3.7.2. MRT Exercise. Requires proper configuration for MRT operation. Only one event may be logged per nuclear training sortie.

A2.3.7.3. Voice SATCOM (VSAT). Requires proper configuration for SATCOM operation, and completion of at least one successful airborne transmission. Only one event may be logged per sortie.

A2.3.8. Low Altitude Events (LE):

A2.3.8.1. EVS Visual Contour Nav Leg. To receive credit, at least 20 minutes of EVS visual contour flight must be flown.

A2.3.8.2. Low Level Nav Leg. Day/VMC only—To receive credit, at least 20 minutes must be flown at a safe clearance altitude (SCA). The SCA will be determined during mission planning and provide a minimum of 800 feet clearance (500 feet over water) from the highest obstacle within 1 NM of the aircraft's planned flight path. SCAs will be determined for a maximum of 25 NM segments along the planned route of flight. During night or IMC operations crews will use the published IFR altitudes for published IR routes and published MSAs for SUA.

A2.3.8.3. Day TA/EVS Nav Leg. To receive credit, at least 20 minutes of actual TA must be flown. Log a TA leg for each 20 minutes of TA flown.

A2.3.8.4. Night TA/EVS Nav Leg. Accomplished at night. Currency not required for alert duty. To receive credit, at least 20 minutes of actual TA must be flown. Log a TA leg for each 20 minutes of TA flown.

A2.3.8.5. Degraded Systems Navigation Leg (DegSysNavLg). A degraded systems navigation leg consisting of a combination of a Doppler Out Exercise and Alternate Navigation System Exercise.

A2.3.8.6. Night Mountainous TA/EVS Navigation Leg (NiteTAMount). A night TA/EVS navigation leg flown in mountainous terrain.

A2.3.9. Electronic Combat Events (EC):

A2.3.9.1. EA Threat Activity. Countering EW / ACQ / SAM / AAA / AI radar with jamming and expendables . This may be accomplished at MUTES sites or ranges equipped with threat simulators. EA equipment must actually counter a victim radar for credit. Expendables are not required for credit. Dual log with appropriate activity accomplished.**A2.3.9.2.** Airborne Intercept Training (AIT). Airborne intercept training is intended to be accomplished as a crew event. Only one AIT may be awarded per crew position per scheduled fighter intercept period, however, a crew member may receive multiple credit if two separate fighter intercept periods are scheduled and accomplished. Defensive tactics and maneuvers are required for credit. EW may dual log E/C (A/A) if applicable.

A2.3.9.2. Airborne Intercept Training (AIT). Airborne intercept training is intended to be accomplished as a crew event. Only one AIT may be awarded per crew position per scheduled fighter intercept period, however, a crew member may receive multiple credit if two separate fighter intercept periods are scheduled and accomplished. Defensive tactics and maneuvers are required for credit. EW may dual log E/C (A/A) if applicable.

A2.3.9.3. Chaff. Inflight dispensing of chaff in response to an actual or simulated threat or a dispenser exercise. Event requires actual release and logging is limited to one per sortie per EW. May be logged during a dispenser exercise if at least 6 bundles are dispensed.

A2.3.9.4. Flare. Inflight release of self-protection flares as a threat response or dispenser exercise. Event requires actual release and logging is limited to one per sortie.

A2.3.9.5. Have Quick. To receive credit, the crew member must properly configure the radio for Have Quick operation and complete at least one successful transmission and reception with a similarly equipped aircraft or ground station. The radio should be operated in the active mode to the maximum extent possible (e.g., air refueling, formation, etc.). The time of day (TOD) should be updated from a ground station master clock whenever possible. Only one event may be logged per sortie.

A2.3.9.6. Secure Voice. Requires proper radio configuration for Secure Voice operation and completion of at least one successful airborne voice transmission and reception with a similarly equipped aircraft. Only one event may be logged per sortie.

A2.3.9.7. Proficiency Exercise. An equipment calibration and interference check performed in accordance with flight manual procedures.

A2.3.9.8. Low Altitude EC. (AFRC if applicable) EA Threat activity that is accomplished in the low altitude environment during a Low Altitude Defensive Action Bomb Run. Dual Log with EC A/A or EC A/S as applicable.

A2.3.10. Run Types:

A2.3.10.1. Radar synchronous will be the primary release method. The crew will use any combination of tactics and authorized aids to obtain the maximum probability of damage. Some bomb runs and equipment limitations require special tactics. For example in cases where radar capability is lost, GPS, (on aircraft so equipped), coupled with EVS may provide the optimum results. The actual integration of aids to effect a release is dependent upon the type of target being attacked, equipment status, and prescribed delivery/penetration tactics.

A2.3.10.2. Integrated Release. The technique of determining the release point by using the best means available. Any authorized aid (except radio aids) may be used in any combination to effect a release. For example, GPS for altitude, radar synchronous for ranging and pilot visual or EVS for azimuth inputs.

A2.3.10.3. Radar Synchronous. The technique of determining the release point solely through the use of the OAS computers updated by radar crosshairs with INS or GPS inputs to the bombing solution. The use of radio aids is prohibited.

A2.3.10.4. Degraded Release. The technique of determining the release point utilizing the capability of the OAS computers without updates from the radar or GPS. The INSs may be updated through inputs from visual, EVS aided, etc. INS/GPI with no usable radar scope is considered degraded.

A2.3.10.5. Alternate Release. The technique of determining the point of release by the best means available without any INS or GPS inputs, for example, no-OAS data procedures (accomplished at the direction of unit target study officers [TSO]), and radar fixed angle. Alter Nav bomb runs are alternate. Visual/EVS assistance may be used.

A2.3.10.6. Pilot Visual. Bomb runs which are conducted using only pilot visual inputs (with or without EVS assistance). No steering or timing cues from the OAS computers are authorized for the entire run from the IP to the target. Visual references for both the IP and the target are desired. B-52 crews must call in actual release TAS and DCA to the TTR site after release.

A2.3.10.7. EVS. This category includes bomb runs conducted using primarily EVS inputs (with or without pilot visual assistance). No steering or timing cues from the OAS computers are authorized for the entire bomb run from the IP to the target. Visual references for both the IP and the target are required. B-52 crews must call in actual release TAS and DCA to the TTR site after release.

A2.3.10.8. GPS. The technique of determining the bomb release/AGM launch point through the use of OAS updated solely by GPS inputs (GPS modified aircraft only).

A2.3.10.9. Multi-DMPI Bomb Run. Two or more releases made in a single attack from one IP. This is a high/medium/low bomb run consisting of two separate DMPIs, dropping external weapons on one and internal weapons on the other. DMPIs should be separated by no more than three minutes.

A2.3.10.10. Conventional Releases. Whenever possible, use visual IPs and targets on all low altitude conventional runs to simulate real world target conditions and enhance crew coordination. Whenever practical, units should plan bomb runs using radar significant targets and aim target direct to enhance bombing accuracy. To maximize training, unit planners should plan bomb/mine runs, to include short IP runs, throughout the TTR route. Each release, both enroute and at the scoring site, will be scored by the unit intelligence shops for time and track tolerances as well as crosshair placement and release parameters.

A2.3.10.11. Terrain Feature Bomb Run. A bomb run accomplished using only natural terrain feature aiming points as peaks or ridge lines for all OAPs.

A2.3.10.12. MUTES EA Activity. Log when receiving any Multiple Threat Emitter System (MUTES) EA activity. Dual log with other appropriate runs.

A2.3.10.13. Formation EA. An EA run accomplished in formation. Dual log with other appropriate activity.

A2.3.10.14. MUTES Maximum Proficiency Scenario. A MUTES/Mini-MUTES scenario simulating penetration of and withdrawal from an area heavily defended by various combinations of threats

A2.3.10.15. MUTES Blue/Grey Defense Scenario. A MUTES/Mini-MUTES scenario designed to simulate penetration of and withdrawal from areas defended by blue/grey threats. Log with EA Threat Activity and MUTES EA Activity.

A2.3.10.16. Degraded Equipment Status Check (DESC). Accomplish and coordinate equipment calibration and interference check per AFTTP 3-1 procedures or local training mission guide while in conventional formation.

A2.3.11. Weapons Delivery (WD). Indicates the total number of bomb runs or missile events. Log with the accomplishment of any type High, Medium, or Low altitude Bomb Run or Missile Event. Only one weapons delivery may be logged for each pass/run over a target complex.

A2.3.11.1. Actual Weapon (AW) Release. May be accomplished at high, medium, or low altitude using live weapons, inert shapes, or other training weapons. Dual log with type of bomb run accomplished.

A2.3.11.2. High/Medium Altitude Actual Weapon Release. An actual weapon release accomplished at either medium or high altitude. A scored release is desired.

A2.3.11.3. Formation Bombing. Accomplish per AFI 11-2B-52V3 and AFTTP 3-1V19. Creditable to all aircraft in the formation. Crews will make every effort to score each aircraft in the formation by any means available at TTR sites.

A2.3.11.4. High/Medium Altitude Conventional Bomb Run (HACBR). A bomb run accomplished at any altitude above 5000 feet using conventional bombing procedures. Due to aircraft performance and handling characteristics it is recommended that an effort be made to accomplish an appropriate number, as determined by squadron leadership, of HACRBs above FL400 during training.

A2.3.11.5. Low Altitude Conventional Bomb Run (LAC BR). Use low altitude conventional bombing procedures. During day VMC multiple bomb runs, one release should be planned using EMCON techniques.

A2.3.11.6. Low Altitude Mine Run (LAMR). The OAS ballistics and the aircraft DBRIC must be configured for mine laying operations. (AFRC crews do not have to be at TA to accomplish, but do have to be in the low altitude environment.)

A2.3.11.7. Bomb Train Exercise (BombTrainEx). A scored release is preferred. To receive credit, the following conditions must be satisfied: Three weapons loaded in any position, any weapons type are authorized, at least two weapons must release.

A2.3.11.8. Low Altitude Nuclear BR (LANBR). Do not dual log with conventional activity.

A2.3.11.9. High Altitude Nuclear Bomb Run. Do not dual log with conventional activity.

A2.3.11.10. Ground Base Jamming Exercise. Bomb run accomplished under the effects of ground jamming supplied by the MLQ-T4. May be dual logged with the bomb run accomplished.

A2.3.11.11. Pop to Level Maneuver. Accomplish this event per T.O. 1B-52H-1-1 and AFTTP 3-1. Minimum climb is to an altitude that is dictated by the weapon type being released, not to exceed the route IFR altitude.

A2.3.11.12. Laser Guided Bomb Activity. A delivery stressing AFTTP 3-1V19 (MCM 3-1V19) procedures. These procedures should be used as guidelines and not the only means for LGB buddy-lazing tactics. LGB runs will be in a MOA/ range with a buddy designator on station, at high altitude and stressing communication and 9-line procedures. Dual log with WD and HACBR. If on an actual range with weapons, release ballistic, based on offset aiming and weapon's launch envelope.

A2.3.11.13. JDAM/WCMD Bomb Activity. Any JDAM/WCMD release using published procedures. Requires a minimum of 2 simulated releases on separate DMPIs. This event may only be logged once per sortie.

A2.3.11.14. Multi-Wave JDAM/WCMD Delivery. JDAM/WCMD release against 5 separate DMPIs on a single pass over the target area. Dual log with JDAM/WCMD Bomb Activity. This event may only be logged once per sortie.

A2.3.11.15. JDAM/WCMD Full Load Release. JDAM/WCMD Bomb Run in which the crew plans and attempts simulated release of 12 JDAM, or 16 WCMD, on separate DMPIs during a single pass over the target area. Crew must achieve a 75 percent success rate to be credible. This event may only be logged once per sortie.

A2.3.11.16. JDAM/WCMD Actual Release. An actual JDAM/WCMD weapon release from any altitude using published JDAM/WCMD procedures. May be dual logged with JDAM/WCMD Bomb Activity regardless of number of weapons released. This event may only be logged once per sortie.

A2.3.11.17. JDAM/WCMD Jettison Procedures. Accomplish the JDAM/WCMD jettison procedures checklist. May be accomplished after all bombing activity is completed. This event may only be logged once per sortie.

A2.3.11.18. JDAM/WCMD Retargeting exercise. Crew will retarget weapons using any of the following procedures (This event may only be logged once per sortie):

A2.3.11.18.1. CF 546—Weapon Target Assignment.

A2.3.11.18.2. CF 547—Target Data Modification.

A2.3.11.18.3. CF 548—Direct Target Definition.

A2.3.11.18.4. CF 549—Manual Initiated Auto Target.

A2.3.11.19. Preplanned Attack. A J-series missile launch using mission planned data, with no manual retargeting of weapons. This event may only be logged once per sortie.

A2.3.11.20. Waypoint Mission. A J-series missile launch using one or more waypoints. Modification of a waypoint mission results in the mission becoming direct flight and eliminates the In-Zone LAR. This event may only be logged once per sortie.

A2.3.11.21. Direct Target Launch. A J-series missile mission entered by the aircrew that does not use mission planned data. Direct targets cannot use waypoints. This event may only be logged once per sortie.

A2.3.12. Weapons Delivery (WE):

A2.3.12.1. Full Scale Weapons Delivery (FSWD). Internal weapons may be loaded but are not required. May be logged with Weapon Delivery, Actual Weapons Release, High Altitude Conventional Bomb Run, and Low Altitude Conventional Bomb Run (as appropriate). To receive credit, one of the following conditions must be satisfied: full external load of weapons (HSAB or MER); full internal load; or full loads internal and external. Release all weapons on one target, or release internals on one target and externals on another target. At least 50% of the weapons must be released.

A2.3.13. Tactics Events (VT):

A2.3.13.1. Trail Formation. A minimum of 30 minutes formation is required.

A2.3.13.2. Defensive Maneuvers Profile. Accomplish at least three 3-1 maneuvers. Maneuvers should be accomplished in an air work area concentrating on proper execution of the maneuver. This training should not be accomplished with actual threats as the emphasis is on learning to fly the maneuver (stick and rudder skills) not learning to employ the maneuver in a threat environment. Maneuver employment training is accomplished during bomb runs or fighter activity. Training should stress proper entry and exit procedures while considering the limited available rolling Gs. The event is creditable to only the individual flying the maneuvers. Instructors may take credit while instructing the maneuver. Must be accomplished under IP supervision once per training period.

A2.3.13.3. Low Altitude Defensive Action Bomb Run. This event is designed to allow maximum use of defensive actions to counter threats during actual or simulated weapons delivery. Defensive actions IAW AFTTP 3-1 procedures will be used. This must be accomplished at an operational ESS site or under an airborne threat. The crew must receive EC signals to receive credit. After departing the IP, the crew will notify the ESS of the defensive action bomb run. The crew is authorized to descend below the minimum site tracking altitude based on tactical considerations commensurate with the minimum AFI 11-2B-52V3 authorized TA clearance plane settings. Bomb runs will be camera scored and credited if the site is unable to score the bomb releases

A2.3.13.4. High/Medium Altitude Defensive Action Bomb Run. Designed to allow maximum use of defensive actions to counter threats during high/medium altitude weapons delivery (actual or simulated). This must be accomplished at an operational ESS site or under an airborne threat. The crew must receive EC signals to receive credit. Use defensive action procedures IAW AFTTP

3-1. Maneuvers must be accomplished to receive credit. Bomb runs may be camera scored and credited if the site is unable to score bomb releases.

A2.3.13.5. Low Altitude Stream. Creditable to all aircraft in the stream.

A2.3.13.6. Retargeting Exercise. A sortie, planned by the aircrew, against two or more possible targets. The unit directs an in-flight target change/assignment. May be logged during a bomber target change or inflight target assignment.

A2.3.13.7. Night Vision Goggles (NVG) Exercise. To receive credit each pilot logging activity must use the NVG for a night high bomb run or a minimum 20 minutes of station keeping. The aircraft must be configured with NVG lighting attachments.

A2.3.13.8. Simulated Equipment Malfunction Run (SimuEqMalRun). May be logged with EA Threat Activity. Accomplish and schedule in accordance with ACCI 11-456.

A2.3.13.9. Doppler Out Exercise (DopplerOE). Takeoff will be made with the Doppler power switch off. The Doppler will remain off through first bombing activity. Use wind velocities provided by memory point procedures or emergency set data. Do not credit when the INS is ground aligned or air-aligned on the ground. The GPS may be turned on, but will not be integrated with the OAS. Must be accomplished in conjunction with the first synchronous release at a site.

A2.3.13.10. Alternate Navigation Systems Exercise (AltNavSysEx). Take-off will be accomplished with the IMEs off. The IMEs will remain off from takeoff through the end of the first bombing activity. Heading will be resolved using alternate true heading calibration. The GPS may be turned on, but will not be integrated with the OAS.

A2.3.13.11. Radar Navigator Management Panel Inoperative Exercise (RNMgtPanInop). Accomplish a bomb run with the radar management panel inoperative or simulated inoperative. For simulated management panel inoperative CF "F" will be used from the initial point through the last release. May be logged with applicable "B" item.

A2.3.13.12. Formation Position Change (FormPC). Accomplish as directed in AFI 11-2B-52V3.

A2.3.13.13. Formation Position Change (FormPC). Accomplish as directed in AFI 11-2B-52V3.

A2.3.13.14. Weapons Control Panel Inoperative Exercise (WeapCPInop). Accomplish an AGM-86B/86C/129/154 or JDAM/WCMD run with the WCP inoperative or simulated inoperative. For simulated WCP inoperative, CF "E" will be used from Missile Interface Unit (MIU) power application through missile launch.

A2.3.14. Departures (DP):

A2.3.14.1. Instrument Departure. May be either an instrument departure accomplished under weather or simulated weather conditions, including published low level departures.

A2.3.14.2. Formation Departure and Join-Up. Creditable to all aircraft in formation.

A2.3.15. Missile Events (MS):

A2.3.15.1. AGM-84 Activity (AGM84 Actvy). Indicates the total number of simulated or actual missile attacks regardless of missiles per salvo or salvoes per attack. Log with the accomplishment of any type of simulated or actual launch.

A2.3.15.2. AGM-84 Coordinated Vector Assisted Attack (AGM84VASTAC). Accomplish a simulated or actual Harpoon launch with two to three aircraft employing simultaneous launch procedures. Run must be made using an external controlling agency or TTR site.

A2.3.15.3. AGM-86C Launch Procedures (AGM86CHMAlt). Simulated launch accomplished at any altitude. Only one event may be credited per sortie.

A2.3.15.4. AGM-142 Missile Run (AGM142Run). Indicates the total number of AGM-142 missile runs. Log with the accomplishment of any type of AGM-142 missile run.

A2.3.15.4.1. AGM-142 Procedures High Arc (AGM142HHPro) Accomplish high altitude launch procedures with a high altitude missile profile.

A2.3.15.4.2. AGM-142 Procedures Glide to Cruise (AGM142HLPro). Accomplish high altitude launch procedures with a low altitude missile profile.

A2.3.15.4.3. AGM-142 Procedures Low Arc (AGM142LHPro). Accomplish low altitude launch procedures with a high altitude missile profile.

A2.3.15.4.4. AGM-142 Procedures Cruise (AGM142LLPro). Accomplish low altitude launch procedures with a low altitude missile profile.

A2.3.15.4.5. AGM-142 Single Aircraft Procedures (AGM142SinPro). Accomplish a simulated or actual AGM-142 launch employing single aircraft launch procedures. Log with type of launch accomplished.

A2.3.15.4.6. AGM-142 Dual Aircraft Procedures Control Aircraft (AGM142DAPro). Accomplish a simulated or actual AGM-142 launch employing dual aircraft launch procedures while acting as the control aircraft. Log with type of launch accomplished.

A2.3.15.4.7. AGM-142 Dual Aircraft Procedures Launch Aircraft (AGM142DALPro). Accomplish a simulated or actual AGM-142 Launch employing dual aircraft launch procedures while acting as the carrier aircraft.

A2.3.15.5. CSRL Bombing Exercise (CSRLBombEx). A bombing exercise using high, medium, or low altitude nuclear CSRL bombing procedures and one CSRL bomb jettison. Dual logged with type of bomb run accomplished. Creditable in the WST.

A2.3.15.6. AGM-86B/129 Launch Procedures (AGM86/129HiPr). Simulated launch accomplished at any altitude. Only one event may be credited per sortie.

A2.3.15.7. Simulated Bomb Bay Missile Jettison (SimuBBJettis). Accomplish the Missile Jettison Procedures Checklist. This procedure may be accomplished after all scheduled bombing activity. A minimum of two missiles must be available prior to initiation of this procedure. Calculate fuel ballast requirement to jettison. May be accomplished in the WST.

A2.3.15.8. Simulated Pylon Jettison (SimuPylonJet). Accomplish the Pylon Jettison Checklist. This procedure may be accomplished after all scheduled bombing activity. A minimum of two simulated pylon missiles must be available prior to initiation of this procedure. Calculate fuel ballast requirements prior to jettison. May be accomplished in the WST.

A2.3.15.9. Manual SAIR Exercise. Accomplish Manual SAIR procedures for either ALCM, CALCM, or ACM on at least one missile. Only one event may be credited per sortie.

A2.3.15.10. AGM-86B/129 Missile Retargeting Exercise. Accomplish Missile Retargeting Procedures for either ALCM or ACM on at least one missile. This procedure maybe accomplished using Retargeting (Entire Missile Load), Mission Substitution (Individual Missiles), or Manual Retargeting/Flex Targeting Procedures. Unit Training Officers will ensure crews accomplish a proper mix of the various retargeting options during the annual training cycle. Only one event may be credited per sortie.

A2.3.15.11. AGM-86C Missile Retargeting Exercise. Accomplish missile retargeting procedures for at least one missile. This procedure may be accomplished using retargeting (entire mission), or mission substitution (individual missiles) procedures. This event may be logged only once per sortie.

A2.3.15.12. AGM-86C Flex Targeting Exercise. Accomplish using flex targeting procedures for at least one missile. This event may be logged only once per sortie.

A2.3.15.13. AGM-86C Direct Targeting Exercise. Accomplish using direct targeting procedures for at least one missile. This event may be logged only once per sortie.

A2.3.15.14. AGM-86C Auto Retarget Exercise. Accomplish by causing missile launch countdown to "NO GO". To attain the "NO GO" condition the crew will intentionally violate one or more of the AGM-86C launch parameters. Accomplish twice, once with auto retarget on, and once with auto retarget off. This event may be logged only once per sortie.

A2.3.16. Miscellaneous Events:

A2.3.16.1. Special Mission Planning Exercise (SpecMisPlan). An integral crew mission planning exercise designed to increase aircrew participation in sortie development and attack planning. All unit staff agencies may provide assistance, but the final game plan should come from the crew. This event should familiarize crews with planning factors, combat considerations, in-flight target assignment, rapid response bombing methods, weaponeering, FRAGs and Air Tasking Orders (ATO), and theater operations to help determine how they integrate into the friendly air plan of attack. Primary emphasis will be placed on hostile area penetration, tactics, weapons employment, and bomb run Initial Point selection. Targets and Initial Points should be visual points for low level operations. Mission plans may come from a FRAG Order or a unit FRAG developed by the unit OSS. This exercise should be against a real world target and flying activity should simulate the real world target plan as closely as possible. Crew employment of their plan is encouraged on a standard training mission. Bombing range activity including live or inert weapons is essential. The aircraft commander will be the primary briefer and brief the crew on mission objectives, specific training items to accomplish and any additional areas of emphasis. The brief should include special procedures and tactics as well as all data necessary to complete the mission.

A2.3.16.2. Formation Mission, Emission Option 3. Two or more aircraft required. Any position is creditable. The entire mission from departure through breakup should be flown in Trail formation. Low altitude flight, if accomplished, will be flown using stream procedures. Emission Option 3 procedures will be used the entire flight to include preflight. This does not preclude required ATC reporting procedures on peacetime training missions. The use of other emitters is as directed by the plan supported or held to a minimum consistent with safe navigation and mission accomplishment. Requires precoordination with all formation participants and associated air refueling support. Essential radio communications accomplished for safety of flight does not preclude event accomplishment.

A2.3.16.3. Wear of PLZT Goggles In Flight (PLZTGogInflt). Flashblindness Protection must be accomplished prior to being scheduled for this event. The goggles must be worn for 10 minutes to receive credit. Only one individual may train at a time. IP supervision not required to regain currency.

A2.3.16.4. Opposite Seat Exercise (OpSeatEx). This exercise is designed for non-instructor, mission ready, dual qualified pilots and radar navigators to maintain proficiency in those critical events required to safely operate the aircraft and effectively perform the unit's assigned mission. Dual qualified individuals will accomplish this exercise in the opposite position to which they are assigned. The exercise consists of the following events:

A2.3.16.4.1. Pilot left seat exercise consists of takeoff, air refueling, instrument approach and landing, all accomplished from the left seat.

A2.3.16.4.2. Pilot right seat exercise consists of takeoff, instrument approach, and landing, all accomplished from the right seat.

A2.3.16.4.3. Radar Navigator left seat exercise consists of a bomb run, an air alignment, and a receiver electronic rendezvous, all accomplished from the left seat.

A2.3.16.4.4. Radar navigator right seat exercise consists of unit tasked missile launch accomplished in the right seat. AFRC may award credit for high/medium altitude bombing.

A2.3.16.5. Primary Seat Exercise (PrimSeatEx). Dual seat qualified P/RN only. Accomplish a full sortie profile in the primary crew position (left seat).

A2.3.16.6. Airborne Aircrew Chemical Warfare Defense Ensemble (ACWD). An exercise emphasizing hands-on training dressed out in partial aircrew chemical defense (CD) ensembles. The following over-the-shoulder aircrew CD items (if available) will be used: Flying helmet, CBO mask, Filter Pack with filters, Filter pack with suspension straps, Glove set (cotton, butyl, nylon), Aircrew hood. In flight, a maximum of three aircrew members will dress out at any one time with only one individual dressed out per compartment (e.g., P or CP, RN or N). The pilot will be supervised by an instructor pilot occupying the copilot seat. The copilot will be supervised by an instructor pilot or highly qualified pilot occupying the left seat. Squadron commander will determine highly qualified status. To receive credit, a crew member must don the required CD items before engine start; accomplish engine start, taxi, takeoff, and through level off before doffing CD items. Don the required CD items before final descent and penetration; accomplish approach, landing, taxi, and engine shutdown before doffing CD items. Before being scheduled for this event each crew member must have completed Aircrew Chemical Defense Equipment (ACDE), LS04; Egress Training with ACDE, LS05, and Hanging Harness with ACDE, LS12. Credit for this event can be received in the WST.

A2.4. Ground Events. The following is a listing of ground events to be used for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events.

A2.4.1. Nuclear Functional Training:

A2.4.1.1. Nuclear Surety Training (GS55). To ensure applicable crew members and staff personnel requiring annual training are knowledgeable in all areas pertaining to the Department of Defense (DOD) nuclear safety standards, nuclear security, STRATCOM's two-person policy, the unit's security areas, and local procedures. This course will include detailed instruction in the

DOD nuclear safety standards, nuclear security, STRATCOM's two-man policy, two-person control policies, the personnel reliability program, and entry and escort procedures and designated secure areas. In the event of a change in policy, procedures, weapons, or aircraft hardware or software, all personnel will receive appropriate training by the wing/squadron Nuclear Surety Officer (designated by OG/CC) prior to performing duties affected by the change. Nuclear surety training must be accomplished once every 12 months per As supplementedplement 1 to AFI 91-101. Example: Training accomplished on 10 August 95 must be repeated prior to 1 September 96. Individuals delinquent in training will not perform alert with or have access to nuclear weapons or critical components.

A2.4.1.2. SIOP Study (GS42). To provide the crew member with the information necessary for the effective and successful completion of the unit's assigned SIOP mission. This course will include both specialized briefings and individual or crew self-study of all areas pertinent to the completion of the unit's assigned SIOP tasking. Additionally, pertinent information concerning changes to the Unit Mission Brief (UMB), new or changed alert procedures, SIOP intelligence, SIOP changes, communication procedures, and two-person control violations will be briefed to crews. IN will develop and provide a quarterly intelligence update briefing. All agencies providing basic SIOP preparation will prepare briefing/material as requested by the SIOP study officer. Additionally, they will immediately inform the SIOP study officer of changes in their specialized areas. Curriculum development: Unit SIOP study officer. Instructor: SIOP study officer and representatives from applicable wing staff agencies (as required).

A2.4.1.3. Command Control Procedures (CCP) (GS56). To ensure positive control (PC) crew members are proficient in command control and operational reporting procedures. Crew members will review any procedural changes in EAP-STRAT Volume V, Aircrew Emergency Action Procedures. Additionally, crew members will be required to copy and decode practice Emergency Action Messages (EAMs) and answer related questions. Tape examinations may be taken as a crew effort. Crew members who fail a tape test will be identified to the unit OG/CC and require immediate retraining to include:

A2.4.1.3.1. Thoroughly briefing the identified area of weakness using source documents and training aids as necessary to ensure complete understanding.

A2.4.1.3.2. Retesting the deficient area to verify comprehension.

A2.4.1.3.3. Crew members who fail re-examinations will be recommended for immediate removal from alert status and decertification as required.

A2.4.1.3.4. Crew members who do not receive training will be identified to the unit OG/CC and will be required to receive all missed training and evaluations before assuming alert, exercise or real world. HQ ACC/IG Operational Readiness Inspections satisfy all requirements for recurring aircrew CCP training for the calendar month in which the inspection is conducted. Curriculum development and Instructor: Command Post.

A2.4.1.4. Unit Mission Briefing. To ensure crew members are familiar with the sortie requirements and operational procedures applicable to the unit mission at the crew member's base of assignment. Crew members will initially be given a comprehensive briefing regarding the SIOP commitments, sortie requirements, and operational procedures applicable to the unit mission. This will include comprehensive discussion on topics outlined in ACCI 10-450, and a review of the individual unit's mission. Curriculum development: Unit SIOP study officer.

A2.4.1.5. SIOP Preparation for Certification (GS59). To provide the crew member with the preparation and training necessary to ensure effective execution and completion of the unit's assigned SIOP mission. Selected wing staff agencies will provide specialized briefings and remain available for assistance to the crew member throughout the certification preparation. The SIOP study officer will ensure that those agencies listed below as additional instructors construct formal briefings pertinent to their areas of SIOP expertise. The unit SIOP study officer will construct an "in-house" briefing schedule and ensure that it is strictly followed. Secondly, they will also periodically monitor each staff agency briefing and evaluate the currency, quality, and effectiveness of the information presented. Unit staff agencies listed below will ensure that their respective briefings are constantly updated to reflect only the most current information available. Additionally, each staff agency will develop a bank of test questions addressing their specialty. This question bank will be kept by the SIOP study officer. The crew members will prepare their briefing for certification to ensure detailed coverage of those items specified in ACCI 10-450. Curriculum development: Unit SIOP study officer and tactics instructor (AFTTP 3-1 material). Instructor: SIOP study officer and qualified representatives from the following unit staff agencies:

A2.4.1.5.1. Command Control Division (CPS).

A2.4.1.5.2. Combat Intelligence Branch (IN).

A2.4.1.5.3. Combat Crew Communications Branch (CPS).

A2.4.1.5.4. Offensive Systems Branch (OSTO).

A2.4.1.5.5. Defensive Systems Branch (OSTD).

A2.4.1.5.6. Weapons and Tactics Branch (OSTW).

A2.4.1.5.7. SQ/DOT.

Attachment 3

VERIFICATION GUIDE

The following outlines are provided as guidelines for the development of verification briefings.

1. OVERVIEW:
    a. Introduction (participants and briefing classification).
    b. Mission overview.
    c. Status of friendly forces (ground, air and support).
2. AREA OF OPERATIONS:
    a. Geography (topography, population centers, lines of communications, chokepoints and natural obstacles, major visual and radar significant identification points).
    b. Climatology (effects on unit operations, ground troop movements, and in-flight operations).
    c. Operating base (location, facilities, procedural constraints, strengths and limitations).
3. STATUS OF ENEMY FORCES:
    a. Ground forces and accompanying air defense threats (SAMs, Anti-Aircraft Artillery [AAA], EC, and Spectrum Interference Resolution reporting), capabilities, strengths, and weaknesses.
    b. Airborne forces (numbers, locations, capabilities and tactics).
4. MISSION EMPLOYMENT BRIEFING:
    a. Ground operations.
    b. Departure (weather contingencies, options).
    c. Route of flight (threat analysis, alternatives, fuel requirements, decision points).
    d. Target ingress (Initial point-to-target specifics, tactics).
    e. Weapons employment (target data, Desired Mean Point of Impact ((DMPI)), attack parameters, load, fusing, suitability, delivery modes/backups).
    f. Egress plan (route, mutual support agreements).
    g. Reattack plan/options.
    h. Downed crew members /wounded bird plan.
    i. Recovery (safe corridor procedures, Identification Friend or Foe ((IFF)) procedures, alternate and emergency airfields).
5. ESCAPE AND EVASION:
    a. SAFEs.
    b. Search and Rescue (SAR) procedures.
6. ESSENTIAL ELEMENTS OF INFORMATION/REPORTS:
    a. Essential Elements of Information (EEIs).
    b. Required reports and reporting procedures.

Attachment 4

TRAINING SHORTFALL REPORT

MEMORANDUM FOR MAJCOM/DOT

SUBJECT: XX SQ Training Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander determines will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force).

EVENT/SORTIE--PERCENT OF CMR CREWS (BY CREW POSITION)
--SPECIFIC REASON FOR SHORTFALL
--CORRECTIVE ACTION (IF ANY)
--LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training reporting system).

1st Ind, OG/CC
TO: HQ MAJCOM DOT
CC: NAF DO

Attachment 5

GLOBAL POWER TRAINING

A5.1. Purpose. Global Power is the unclassified nickname for HQ ACC-tasked bomber out-of CONUS long-range conventional strike deployment-employment capabilities needed to respond to the spectrum of Expeditionary Air Force engagement scenarios. Global Power missions are not intended to be a crew training requirement only, but rather a requirement for the unit, allowing each part of our warfighting team an opportunity to gain valuable experience. The benefit of these missions is to provide units with practice in joint operations, foreign country coordination, nonstandard mission planning and range activities, international flight planning, physiological aspects of long duration flights, aircraft phase flow and weapons load training.

A5.2. Global Power Requirements.

A5.2.1. HQ ACC/DOXD will schedule each bomber squadron for a minimum of two global power missions per AEF cycle in the consolidated planning order. It is recommended that one of the two global power missions be scheduled to occur within three months of AEF vulnerability. Participation in higher headquarters overseas exercises also qualifies for global power credit.

A5.2.2. The following requirements are the minimum training events needed to receive credit for each wing's Global Power mission. The requirements are based on likely power projection scenarios to support Expeditionary Air Force taskings that must respond across the spectrum of engagement options.

A5.2.2.1. Each unit must launch a sortie that is planned to transit international airspace, enter another CINC's AOR, accomplish an ADIZ penetration, then strike targets on an overseas range, depending on the deployment-employment scenario. Mission planning should include multiple targets in a medium to high threat environment and varied mission tasks.

A5.2.2.2. Each sortie must be a minimum of 13 hours to ensure the crew's experience the physiological effect of long duration flight. The length of the Global Power mission will depend upon the actual overseas range and the employment/deployment scenario.

A5.2.2.3. All Global Power missions are required to carry weapons with a planned release on an overseas range. While weather and airborne maintenance problems may prevent weapons release, units will receive GP credit if the launched with the intent of releasing weapons on a range. When mission scenario dictates, plan to release a mixed weapons load.

A5.2.2.4. Inflight planning replanning/retargeting exercise. Flexibility is a key ingredient to Global Power mission profiles. Each unit must be prepared to conduct an airborne re-planning/re-targeting exercise to the maximum extent possible.

A5.2.2.5. Global Command, Control and Communication Systems. HQ ACC will exercise "real world" command relations to the maximum extent possible (refer to **A5.3.** for basic guidelines). Ensure all communication systems available (MILSTAR, UHF voice, SATCOM, and other secure communication systems) are exercised on all Global Power training sorties.

A5.2.3. Mission Options. The following options reflect the most likely use of bombers across the spectrum of engagement:

A5.2.3.1. Round-robin missions: bombers launch from home station, conduct an employment mission to an overseas range, then land at home station. This option is the most demanding on aircrew and air refueling assets.

A5.2.3.2. Deployment-employment missions: bombers launch from the CONUS, release weapons on an overseas range, then land at a bomber FOL.

A5.2.3.3. Higher headquarters directed deployments: All JCS directed missions, CINC request for forces (participation in the EUCOM, PACOM, SOCOM, or CENTCOM AOR), and JCS exercise deployment sorties en route to overseas location, regardless of mission profile, will be considered Global Power missions.

A5.3. Command Relations . Each global power execution order, will specify command relations. Most global power missions accomplish title 10 training. Therefore, OPCON and TACON will remain with CINCUSJFCOM throughout the mission. The only exceptions to this guidance are JCS directed sorties and JCS directed responses to a CINC's request for forces.

A5.4. Funding. HQ ACC/DOXD manages the Global Power fund cite (PE11897) and has the authorization to fund TDY, per diem, and billeting costs of operation and maintenance personnel supporting the mission. DOXD will approve funding for GP missions on a case-by-case basis. The GP fund cite is not authorized for air shows or airlift requests.

A5.5. Scheduling. HQ ACC/DOXD will schedule, coordinate, and manage all Global Power missions. It will interface with overseas MAJCOMs, numbered air forces, and individual bomber units. Presently, Global Power taskings are contained in the ACC Consolidated Planning Order (CPO). Due to the dynamic nature of many exercises, dates may change, but this annual schedule will provide the framework units need to plan and will be changed only IAW the process identified in the ACC CPO. If a unit has an alternative plan they would like to execute in a particular quarter, they should inform DOXD with adequate lead time so that proper coordination may proceed. Global Power missions that require short-notice airlift or inflight refueling must be avoided.

A5.6. Public Affairs. Global Power missions are likely to attract media attention, and this is encouraged. Global Power by itself is unclassified, although the exercises it is connected with may be classified. All public affairs questions should be routed to the Office of Public Affairs, HQ ACC/PA, DSN 574-5007.

A5.7. Coordinating Authority. The following entry/exit procedures will be used by all bomber aircraft that are operating on Global Power missions in the specified AOR. These procedures do not replace any required exercise-specific reporting instructions.

A5.8. Theater Instructions:

A5.8.1. EUCOM AOR: The following procedure will be used when employing to or transiting the EUCOM AOR. Crossing 10W longitude eastbound, aircrew will establish a phone patch via HF radio to the USAFE Command Center (UCC), (DSN 480-8200/8202/8203/8258) call sign: CONTROL at Ramstein Air Base, Germany. Pass time of crossing, aircraft status, and ETA to target. The UCC will provide a weather update and confirm range availability if within the EUCOM AOR. This does not replace the need to communicate directly with the specific range for final confirmation. Keep the UCC advised of any deviations to the original planned operation (use of an alternate range, weather

divert, etc.). Contact the UCC passing longitude 10W westbound to CONUS with brief mission report of how the operation went (successful or unsuccessful). If unsuccessful, pass reason. If exiting eastbound/entering westbound, make exit/entry report at 30E longitude to the UCC. Units will call the UCC on mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.8.2. PACOM AOR: The following procedure will be used when employing to or transiting the PACOM AOR. Westbound missions, upon crossing 130W longitude (including Alaska missions), and eastbound missions, upon crossing 60E longitude, aircrew will establish a phone patch via HF radio to the PACAF AMOC (DSN 449-4000) via phone patch or through the ACC Command Center (DSN 574-1555) with an advisory on mission status, intentions, and other pertinent information. The Command Center will pass along information as required that may apply to the mission (weather, range status, etc.). The same procedure will apply when the missions leave the AOR. Units will call PACAF/DOXE, DSN 449-8634 on mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.8.3. CENTCOM: The following procedure will be used when employing in or transiting the CENTCOM AOR. Two weeks prior to the mission, the unit POC will contact the CENTCOM POC (CCJ3-P (Non JCS Exercise) DSN 968-6340 or CCJ3-E (JCS Exercise) DSN 968-6298) to detail command and control authority and specific communication requirements (call sign of controlling agency, SATCOM frequencies, DSN #, and number of reports required). NLT 20 minutes prior to entry into CENTCOM AOR one aircraft will contact the designated controlling agency via SATCOM or HF phone patch and pass along aircraft status, location, and other pertinent information. The controlling agency will pass along information as required that may apply to the mission (weather, range status, etc.). Call CENTCOM's controlling agency and request release when exiting their AOR. Contact CENTCOM/CCJ3, DSN 968-6340/6298 (FAX: 968-5829) on mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.8.4. OTHER AORs: There is no preferred procedure for entering and exiting other AORs. It is highly dependent on the individual country being entered and the exercise. Expect instructions from the specific unified command HQ on the specific entry/exit procedures.

A5.9. Individual Bomber Unit Responsibilities:

A5.9.1. Units will develop local guidance and procedures for all aspects of Global Power missions.

A5.9.2. Appoint an OSS primary and alternate POC to interface with HQ ACC on all Global Power matters. Ensure DOXD has a current name, message address, DSN number, and E-mail address (if applicable) for the OSS POC. All unit contact with DOXD will be coordinated through the OSS POC. Units will also designate a primary and alternate project officer for each Global Power mission to ensure proper coordination and information flow between all concerned. Both primary and alternate project officers must maintain total working knowledge of all aspects of their assigned mission.

A5.9.3. Maintain HQ ACC/DOXD as "info" addressee on all message traffic associated with Global Power. Similarly info the concerned overseas MAJCOM and parent NAF.

A5.9.4. Normally, units will work range requests, fighter intercepts, ECM, and so on, through the exercise office of the particular overseas MAJCOM. Range guide information is available from other MAJCOM exercise offices or HQ ACC/DOXD to assist in planning for overseas range use.

A5.9.5. Units will consult ACC CPO to determine the type of exercise the Global Power mission will support (i.e. JCS, MAJCOM, etc.) in order to ensure the correct Air Refueling Support Priority (IAW AFI 11-221, *Air Refueling Management (KC-10 and KC-135)*, Attachment 1) can be assigned. Contact DOXD if there is any question on the priority level to be assigned. "Horseblanket" conferences are normally held in the middle month of the quarter for the following quarter (i.e. February for the April through June quarter).

A5.9.5.1. "Horseblanket" requests are critical to ensure air refueling will happen where and when needed. Short-notice tanker requests should be avoided to the maximum extent possible. Unit will ensure they submit tanker requests with the proper priority level IAW AFI 11-221 **Attachment 1**.

A5.9.5.2. Because Global Power missions are tanker-intensive; units should consider any and all options to save fuel and cut down on the inflight refueling requirements.

A5.9.6. Units will consult/comply with the DOD Foreign Clearance Guide and COMACC OMNIBUS Plan - 96 for applicable guidance.

A5.9.7. Unit Intel Office will submit a threat advisory support request message IAW ACCI 14-250 NLT 10 working days prior to launch date. Unit Intel personnel will become familiar with procedures listed in the most recent edition of this Instruction as well any published guidance detailing advisory support procedures.

A5.9.8. Units may explore options to use if the mission cannot be accomplished as planned. However, alternate missions should be kept as simple as possible due to the complexity of the primary mission. Training events will be limited to the minimum required to accomplish the specific mission taskings and operational training.

A5.9.9. Provide a detailed summary of planned employment activity to DOXD NLT 3 weeks before the sortie date. This information may be provided via fax or e-mail to make the three-week suspense. However, ensure both HQ ACC and the parent NAF get the same information. Unit POCs will also contact HQ ACC/DOXD 48 hours prior to mission launch to update the three-week report. This may be done via telecom, fax, or e-mail. This summary will include:

A5.9.9.1. Date of launch (local date)

A5.9.9.2. Takeoff time (Zulu and local times)

A5.9.9.3. Landing time (Zulu and local times, and date)

A5.9.9.4. Landing location, if not home station

A5.9.9.5. Duration

A5.9.9.6. Number of aircraft in formation

A5.9.9.7. Number of airborne/ground spares

A5.9.9.8. Weapons carried: Type, number

A5.9.9.9. All activity planned; include bombing altitudes, fighter or ECM activity, etc.

A5.9.9.10. Range name/location

A5.9.9.11. TOT (Zulu and local times, and date)

A5.9.9.12. Threat Advisory Support Activity, actual and simulated

A5.9.9.13. Emergency/divert fields

A5.9.9.14. Air refueling information: Number of times; pounds onloaded per aircraft per refueling; tanker unit and type; A/R tracks; each ARIP.

A5.9.9.15. Route description (general verbal description of the route to facilitate development of a briefing slide).

A5.9.9.16. Return mission information if deploying (Same format as above).

A5.9.10. Inflight reports must be made to the unit command post. These reports, as a minimum, will include a takeoff report, end air refueling report, a strike report, and a landing report. Also, a report will be made anytime unplanned circumstances significantly affect the outcome of the mission, such as inflight emergency, divert, release system malfunction, weather, navigation problems, and so on. Crew judgment is the key when deciding what needs to be reported. The unit command post will relay all inflight reports to the HQ ACC Command Post, who will then up-channel reports to the ACC/DO. For USAFE AOR ask your command center to forward any pertinent information to the USAFE Command Center (UCC) (DSN 480-8200/8202/8203/8258).

A5.9.11. Within 3 days after the mission, a call must be made to DOXD with a verbal report on the mission. This is not an official after-action report but a generalized "how it went" briefing. All information on the pre-mission (3-week) report should be updated with the actual mission results to include threat advisory support results. EXCEPTION: if anything occurs during the mission that needs to be briefed to the ACC Staff (diversion, emergency, diplomatic incident, etc.), call ACC Command Center, DSN 574-1555, immediately. If in doubt, call.

A5.10. Crew Rest and Flight Duty Limitations:

A5.10.1. Crew Rest: Aircrew and DNIF cover aircrew will be identified no later than 72 hours prior to launch. The aircrew will be relieved of non-mission related duties 48 hours prior to launch. Units will consider using preflight crews to minimize crew duty day. Post-flight crew rest should be proportionate to the length of the flight duty period. Longer flight duty periods will require longer crew rest periods. Post-flight crew rest requirements may range from a minimum of 24 hours for shorter missions to 36 hours or greater to allow two nights normal sleep for recovery from longer missions.

A5.10.2. Maximum Flight Duty Period: Authority to waive maximum flight duty period as defined in AFI 11-202, Vol 3, (AFI 11-401, Table 7.1) (including Global Power missions), is delegated to wing commanders or equivalent by AFI 11-202, Vol 3, (AFI 11-401/ACC Sup 1 paragraph 7.10.1) with the following exceptions: Any flight duty period exceeding 30 hours for B-1 and B-2 aircrew or 40 hours for B-52 aircrew will require a specific waiver from HQ ACC/DO. It is highly recommended that units contact Air Force Research Laboratory, Biodynamics and Protection Division (DSN 240-8140) for missions exceeding 24 hours. The Biodynamics and Protection Division can provide a mission fatigue management timeline. The timeline will provide information on sleep/wake cycles and light (night/day) levels expected for route of flight. Requirements for the timeline are latitudes and longitudes of route of flight, T/O and land times, AR times, and low level times faxed to them (DSN 240-2761) at least 24 hours in advance (do not send sensitive data).

A5.10.3. Units are encouraged to use any reasonable means to shorten an already extended crew duty day, such as using preflight crews, minimizing show times, etc. Additionally, during the planning of Global Power missions, planners should review TOTs and the way in which these will impact aircraft launch and recovery times. Every attempt should be made to minimize conflict with crew circadian

rhythms. Where possible, avoid scheduling critical phases of flight during normal sleep periods (such as 2300 through 0600 hours home-base time).

A5.11. Human Factors/Physiological Issues:

A5.11.1. Unit planners will contact unit flight surgeons upon initiation of planning. Factors to be considered include pre- and post-flight crew rest, use of medication, required human factors briefings and scheduling of inflight activities. The unit flight surgeon will act as liaison with Air Force Research Laboratory and request on scene assistance as needed. The mission fatigue timeline and other related aircrew fatigue management documents may function as source documents for guidance.

A5.11.2. Unit flight surgeons will ensure medications (Go/No Go) are used IAW current AF/XO and ACC/DO/SG message guidance HQ ACC/SG guidelines.

A5.11.3. Unit flight surgeons will also ensure aircrew receive briefings on human performance and physiological issues related to long duration missions.

A5.11.4. The OSS wing life support officer will develop a long duration flight equipment package (i.e. noise reduction headsets, piddle packs, mattress, sleeping bag, etc.). Use of quick-don masks is authorized to satisfy AFI 11-202, Vol 3, oxygen requirements for long duration flights. Use of long duration flight equipment, to include quick-don oxygen masks, is restricted to periods of high altitude cruise flight. Ejection seat requirements for high altitude cruise removal of parachute/torso harness in AFI 11-202, Vol III, must be complied with.

A5.12. Office of Primary Responsibility. Office of Primary Responsibility for this program is HQ ACC/DOXD, 205 Dodd Blvd., Suite 206, Langley Air Force Base, Virginia, 23665-2789; DSN 574-0461.E-mail address is **mailto:acc.DOXD@langley.af.mil** or **mailto:acc.DOXD@langley.af.smil.mil**.

Attachment 6

IC 2001-1 TO AFI 11-2B-52 VOLUME 1, B-52 AIRCREW TRAINING

7 SEPTEMBER 2001

OPR: HQ ACC/DOTO (Maj John P. Beck)
Certified by: HQ USAF/XOO (Maj Gen Walter E. Buchanan III)

SUMMARY OF REVISIONS

This change incorporates interim change (IC) 2001-1. This change incorporates changes in organizational structure resulting from ACC HQ reorganization, changes the terrain avoidance training requirement to "if applicable", clarifies recurring NVG academic requirements, reduces weapons delivery currencies to conventional and nuclear weapons currency, simplifies the dual seat qualification program for Radar Navigators, adds JSOW initial training program, redefines B-52 RAP sortie definitions, and adds specific AGM-86C retargeting training events. A "|" indicates revised material since the last edition.

1.2. Responsibilities:

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFPD 11-2. The HQ ACC/DO will:

1.2.1.1. Chair semi-annual CAF Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable ACC active and reserve component representatives and applicable MAJCOM/DO representatives from those MAJCOMs with major weapons systems for which ACC is lead command.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/DOT, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/DOT, and all applicable MAJCOM/DOs a copy of approved supplements to this instruction after publication.

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to the MAJCOM and NAF DO/OV, and five copies to each CAF wing/group.

1.2.4.3. Designate the training level to which each API–6 (AFRC: All Flyers) will train. Upon request provide MAJCOM DOT with a list of BMC and CMR manning positions. Review programs and manning position designations annually. Review programs and manning position designations annually. OC/CCs will report changes in position designations as they occur to MAJCOM DOT.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Units are required to submit anticipated shortfall reports each quarter to MAJCOM DOT (info copy to NAF DO) (due 31 Jan, 30 Apr, 31 Jul). Prior to submitting the annual report, units are reminded to prorate incomplete training. For training report format; see **Attachment 4**, Training Shortfall report. Negative reports are required.

1.3.3. HQ ACC/DO will:

1.3.3.5. MAJCOM/DOs will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ ACC/DO. This includes making changes, additions, or

deletions to this instruction at anytime. These changes may be via MAJCOM supplement, RAP Tasking, or immediate change messages. HQ ACC/DO will be an info addressee on all changes.

1.5.2. ACC Training Support Squadron (ACC TRSS) will develop and validate training programs when/where tasked by the HQ ACC/DO. Other MAJCOMs may submit requests for training program support to the HQ ACC/DO. If validated, these requests will be prioritized and tasked to ACC TRSS. Designated Test Units (CB) may develop syllabi to upgrade Operation Test Aircrew in support of specific test plans. These syllabi will be approved by the OG/CC and submitted to ACC TRSS.

1.11.2. Wing API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Mission Aircraft Inventory (PMAI) are authorized one SQ equivalent of additional RPI/API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipment.
1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP tasking message and for all provisions in **Chapter 4**, **Chapter 5** and **Chapter 6** of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is MAJCOM/DOT, unless otherwise stated.
1.12.2. Units subordinate to a NAF will forward requests directly to MAJCOM/DOT and provide their NAF DO with an informational copy.

1.12.4. Units will submit an annual report of all incomplete training to MAJCOM/DOT (info copy to NAF/DO/OV) by 31 Oct (31 Jul for AFRC). Prior to submitting the annual report, units are reminded to prorate incomplete training, as detailed in **Chapter 4**, **Chapter 5**, and **Chapter 6** of this volume and the RAP Tasking Message. Reports will be submitted using the format detailed at **Attachment 5**. Specify reasons training was not accomplished, and whether failure to accomplish the training resulted in regression, retraining, or was waived IAW **1.12.1.** Negative reports are required.

2.2. MAJCOM/DO is approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/DOT. MAJCOM/CC is the approval authority for non-formal course IQT for colonel selects and above to be conducted at the unit to which the officer is assigned.

3.1.4. Nuclear certification will be accomplished during MQT, IAW ACCI 10-450V2, *Nuclear Committed Aircraft--Nuclear Planning Factors*. Initial conventional verification of the unit's tasked mission will be accomplished as a part of MQT completion (AFRC: 120 days). Failure to complete conventional verification will prevent designation as CMR. Suggested briefing guide is in **Attachment 3**. Each crew member will demonstrate to a formal board a satisfactory knowledge of the squadron's assigned mission. Board composition will be established by the SQ/CC. Desired composition is SQ/CC or Operations (OPS) Officer (chairman), weapons officer, electronic combat, intelligence, and plans representatives.

3.3.2.2. WST MQT-2--Nuclear Weapons Employment Procedures (As Required). Quick Taxi/EWO Departure Exercise, heavyweight takeoff, EC equipment operation, fuel transfer for CG considerations, missile launch procedures, jettison procedures, threat recognition and defensive reactions, emergency divert procedures, hung ordnance procedures, navigation, EPs, and Airborne Radar Approach.

3.4.1.4. Conventional Weapons Employment. Objective: Plan and execute effective weapons deliveries. Specific Tasks: Plan weapons delivery considering target type and current targeteering/weaponeering data (JMEM/CWDS). Plan ingress routing considering timing, threats, pilot visual cues and alternate release options. Accomplish weapons release within the planned criteria and evaluate effectiveness based on impact score relative to desired results (Probability of Damage).
3.4.1.5. Night Employment. Objective: Plan and execute night weapons deliveries. Specific Tasks: Plan routing for NVG assisted ingress considering predicted illumination levels, visibility and weapons/flare effects. Perform weapons delivery using the Weapons Employment criteria referenced in para **3.4.1.4.** See paragraph **3.9.** for night TA initial qualification training requirements if applicable.
3.4.1.6 Low Level Employment (LLE)(If applicable). Objective: Plan and execute low altitude ingress, weapons delivery, and egress. Specific Tasks: Perform low altitude tactical navigation, threat area penetration, weapons delivery, and target area egress.

3.9. Night Mountainous TA Qualification: (If applicable.)

4.2.9.2.3. Defensive Maneuvering. B-52 defensive maneuvers, AFTTP 3-1 Vol 19, *Tactical Employment – B-52*; techniques/procedures, AFTTP 3-3 Vol 19, *Combat Aircraft Fundamentals-B-52*; and surface-to-air and air-to-air threats from AFTTP 3-1 Vol 2, *Threat Reference Guide*.

4.2.14. Crew Resource Management (CRM). Each crew member is required to participate in one training session every 24 months (AFRC: Annually) IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and applicable MAJCOM CRM Sup (one-time for flight surgeons).

4.2.18. NVG Academics. All NVG qualified crew members must obtain NVG academics refresher, annually. Refresher training as a minimum will consist of common NVG hazards, MDS specific hazards, limitations and performing preflight adjustment procedures and focusing on an eye chart or the use of a Hoffman 20/20 tester. The use of a mock-up terrain display is encouraged for this training. NVG academics can be obtained during annual Weapons/Tactics Academics training.

4.3. Flying Training. All crew members will accomplish the requirements in **Table 4.2.** (AFRC: **Table 4.3.**) and **Table 4.6.** as applicable. Failure to accomplish these requirements will not affect BAQ, BMC, or CMR status but may require additional training as determined by the SQ/CC. In addition, the following are required:

4.4.2. FTU Instructor. (Also Det 2, USAFWS and 49 TES) FTU instructor is not a RAP category, however, FTU instructors must maintain combat capability. FTU instructors will fly at the BMC experienced rate. To maintain BMC, FTU instructors must be certified to perform the unit mission and maintain the currency and event totals in **Table 4.2.** and **Table 4.6.**. An FTU instructor that is non-current or unqualified will be considered N-BMC and will be reported as such until the currency/qualification is regained. Det 2, USAFWS, instructors do not need to maintain nuclear qualification.

Table 4.1. Ground Training Requirements.

NOTE: This table is intended to be a single source reference. Where discrepancies exist, reference directive takes precedence.

MOBILITY TRAINING				
SUBJECT/ EVENT CODE	**FREQUENCY**	**REFERENCE DIRECTIVES**	**GROUNDING**	**AFFECT CMR/BMC**
Self-Aid and Buddy Care Training/ GA04	Initial and Refresher Every 2 yrs	AFI 36-2238	No	No
Initial/Annual Chemical Warfare Defense Ground Ensemble	Initial/Annual	ACC only: AFPD 32-40, AFI 32-4001/ As supplemented 1(As supplemented 1 N/A AFRC), and AFI 32-4002	No	No
Initial/Annual Chemical Warfare Defense CT Aircrew Ensemble	Initial/Annual	ACC only: AFPD 32-40, AFI 32-4001/ As supplemented 1(As supplemented 1 N/A AFRC), and AFI 32-4002	No	Yes
Handgun Training (Small Arms)/ GA01	Initial and Requal every 2 years (AFRC: 3 years)	AFI 36-2226	No	Yes
Intelligence Training/IE15	Annual	AFI 14-105/AS SUPPLEMENTED 1	No	Yes
ISOPREP Review/ IE05	Semiannual	AFI 14-105	No	Yes
AIRCREW TRAINING				
Continuation Verification/GS52	18 Months	AFI 11-2B-52V1	No	Yes/No
NVG Academics	Annual	AFI 11-202, V1, AFI 11-2B-52V1	No	No
Aircraft Servicing/ GS53	Annual	AFI 11-2B-52V1	No	No
Electronic Combat/ IE14	Annual	AFI 11-2B-52V1	No	Yes
Weapons/Tactics Academics/IE12	Annual	AFI 11-2B-52V1	No	Yes

AIRCREW TRAINING				
Communications/ GS15	Annual	ACCI 33-151 (ACCI 10-207V3)	No	No
CRM/GA46	Biennial (AFRC: Annual)	AFI 11-290	Yes**	No
Physiological Training (Altitude Chamber)/PP11	Every 3/5 years as applicable	AFI 11-403	Yes	No
Instrument Refresher/GS35	Periodic	AFI 11-202V2 and AFMAN 11-210	No	No
Flying Safety Training/GS57	Quarterly	AFI 91-202, As supplemented 1, para 5.4	No	No
Supervisor Safety Training/GS58	Initial Only	AFI 91-301	No	No
Situational Emergency Procedures Training/GS54	Monthly	AFI 11-2B-52V1	Yes	No
Marshalling Exam	After PCS	AFI 11-218	No	No
Simulator (WST) Training Sorties/ GS09	IAW **Table 4.4.**	AFI 11-2B-52V1	No	No
Life Support Training				See NOTE
a.Egress/Ejection Training /LS07	180 Days (6 Months for AFRC)	AFI 11-301 and ACCI 11-301	Yes	No
b. Hanging Harness/LS09	180 Days (6 Months for AFRC)		Yes	No
c. Hanging Harness w/ACDE/LS12	Annual		No	No
d. Local Area Survival/LS01	Initial		No	Yes
e. Combat Survival, High Threat/LS02	Biennial		No	Yes
f. Combat Survival, Low Threat/LS11	Biennial		No	No

Life Support Training				See NOTE
g. Water Survival/ LS03	Biennial		No	No
h. Life Support Equipment Training/LS06	Annual		No	No
i. ACDE Training/ LS04	Initial/Annual		No	No

****CRM is Waiverable by the OG/CC

NOTE: If an aircrew member is delinquent in egress or hanging harness training, the aircrew member is restricted from flying until training is accomplished. If an aircrew member is TDY, training will be accomplished prior to the first flight after return to home station.

AIR FORCE AWARENESS PROGRAM TRAINING

NOTE: These programs are conducted informally through newspaper articles, pamphlets, bulletins, and CC calls.

SUBJECT/ EVENT CODE	FREQUENCY	REFERENCE DIRECTIVES	GROUNDING	AFFECT CMR
Protection of the President/GA17	After PCS	AFI 71-101V2	No	No
Code of Conduct/ GA02	Biennial	AFI 36-2209	No	No
Social Actions/ GA24	After PCS	AFI 36-2701, Table 2.2	No	No
US/Russia Prevention of Dangerous Military Activities/GA25	Initial/Annual and Predeployment	CJCSI 2311.01	No	No
Substance Abuse/ GA40	Initial and Refresher every 2 yrs	AFI 36-2701	No	No
Ergometry/GA09	Annual	AFM 34-137	No	No
Fire Extinguisher Training/GA06	Initial upon PCS	AFOSHSTD 91-56	No	No
Law of Armed Conflict (LOAC)/ GA10	Annual	AFPD 51-4 (AFI 51-401)	No	No

NUCLEAR FUNCTIONAL TRAINING				
SUBJECT/ EVENT CODE	**FREQUENCY**	**REFERENCE DIRECTIVES**	**GROUNDING**	**AFFECT CMR**
Nuclear Surety/ GS55	Every 12 months	AFI 91-101		Yes
SIOP Study/GS42	As Required	ACCI 10-450V2		Yes
Command Control Procedures/GS56	As Required	EAP-STRAT Vol 5		Yes
Preparation for SIOP Certification/ GS59	As Required	ACCI 10-450V2		Yes
SIOP Certification/ GS43 or GS44	As Required	ACCI 10-450V2		Yes

Table 4.6. ACC/AFRC Crew Member Currencies (CMR/BMC/BAQ).

EVENT	POSITION	I/E	INSTRUCTOR	AFFECTS CMR/BMC	NOTES
CONVENTIONAL WEAPON DELIVERY	AC/P/RN/N	45/45	90	YES	8
NUCLEAR WEAPON DELIVERY	AC/P/RN/N	60/60	90	YES	7, 8
EA THREAT ACTIVITY	EW	45/60	60	YES	
MUTES ECM ACTIVITY	EW	60/90		NO	
INSTRUMENT APPROACH	AC/P	45/45	45	NO	1
TA/EVS NAVIGATION LEG	AC/P/RN/N	60/60	60	NO	5
EVS/VISUAL CONTOUR NAV LEG	AC/P	60/60		NO	5,6
NIGHT TA/EVS NAV LEG	AC/P	90/90		NO	2, 5, 6
TAKEOFF	AC/P	45/45	60	NO	

EVENT	POSITION	I/E	INSTRUCTOR	AFFECTS CMR/BMC	NOTES
LANDING	AC/P	45/45	60	NO	
NIGHT LANDING	AC/P	90/90	90	NO	
TOUCH AND GO	AC/P	45/45	60	NO	3
OPPOSITE SEAT EX	AC/RN	90/90		NO	
PRIMARY SEAT EX	AC/RN	45/45		NO	
AR	AC	45/45	60	YES	
NIGHT AR	AC	90/90	120	NO	4,6
LIGHTWEIGHT AR	AC	180/180		NO	4
AGM-142 MISSILE RUN	RN	45/45	120	NO	7, 8
NVG EXERCISE	AC/P	90/120	120	NO	
CSRL BOMBING EX	RN/N	120/120		NO	
LGB ACTIVITY	AC/P/RN/N	120/120	120	NO	7, 8

NOTES:

1. See AFI 11-202V3, MAJCOM Supplement, for additional guidance.
2. Updates day TA/EVS navigation leg currency.
3. Must be current for Takeoff. Updates landing currency.
4. Updates AR currency
5. Applies only to crew members that maintain TA qualification.
6. N/A FTU, USAFWS, and 49 TES Instructor Pilots
7. For flying crew members serving as instructors in the FTU, Weapons School or 49 TES, and those in organizations above the wing level, currency is 180 Days. NAF/OV Radar Navigators will qualify and maintain currency in the LGB AGM-84/86B, 86C, 129, and 142 within 8 months of assuming NAF/OV duties.
8. Losing currency in these weapons/special capabilities do not preclude individuals from employing other weapons in which they remain current.

Table 4.7. ATD Credit for Continuation Training Requirements.

Event/Applicable Aircrew Position	In ATD	WST	CPT	T4
The following events may be accomplished in the designated ATD. Within the preceding 12 months the individual ATD must have been certified in each specific event through SIMCERT. Event credit will only be awarded if the ATD is certified Code 1 for each event through SIMCERT. Checkride completion may be accomplished per AFI 11-202V2 and AFI 11-2B-52V2 for events certified Code 1. The "In ATD" column shows how many of each event may be logged per training period in an ATD. An "X" under a specific ATD indicates in which ATD that event is creditable. This table only applies to non-RAP and RAP Events in CT.				
CSRL Bombing Exercise/RN,N	All	X		
High/Med/Low Nuclear Bomb Run/AC,P,RN,N	2	X		
Low Altitude Mine Run/AC,P,RN,N	2	X		
Low/Med/High Conventional Bomb Run/AC,P,RN,N	8	X		
High/Med/Low Target Direct Bomb Run/AC,P,RN,N	4	X		
AGM-86B/129 Procedures */AC,P,RN,N	All	X		
AGM-86B/129 Retargeting Exercise*/RN,N	All	X		
AGM-86B/129 Manual SAIR Exercise*/RN,N	All	X		
AGM-86C Launch Procedures*/RN,N	All	X		
AGM-86C Flex Targeting Exercise/RN,N	All	X		
AGM-86C Missile Retargeting Exercise/RN,N	All	X		
AGM-86C Auto Retargeting Exercise/RN,N	All	X		
JDAM/WCMD Release*/AC,P,RN,N	4	X		
JDAM/WCMD Multi-Wave Release	2	X		
JDAM/WCMD Retargeting Exercise	9	X		
JDAM/WCMD Jettison Procedures	2	X		
Simulated Missile Jettison*/RN,N	All	X		
Simulated Pylon Jettison*/RN,N	All	X		
Proficiency Exercise/EW	4			X
Degraded Equipment Status Check/EW	2	X		X
Mutes Blue Grey Defensive Scenario/EW	2			X
Mutes ECM Activity/EW	1			X
Airborne Radar Approach/AC,P	1	X		
Non-Precision Approach/AC,P	1	X	X	
VOR/TACAN Approach/AC,P	1	X	X	
ASR Approach/AC,P	1	X	X	
Missed Approach/AC,P	All	X	X	

Event/Applicable Aircrew Position	In ATD	WST	CPT	T4
Precision Approach/AC,P	1	X		
ILS Approach/AC,P	1	X		
PAR Approach/AC,P	1	X		
Flaps Up Approach & Go Around/AC,P	1	X		
Low Level Nav Leg/AC,P,RN,N	5	X		
Degraded Systems Navigation Leg/RN,N	1	X		
Cartridge Start Procedures */AC,P	2	X	X	
AGM-142A Missile Run*/AC,P,RN,N	6	X		
Ground Based Radar Jamming	All	X		
Takeoff (Night)/AC,P	5	X		
Formation/RN,N	1	X		
Formation Departure and Join-Up/RN,N	1	X		
Formation Position Change/RN,N	2	X		
High Speed Departure/AC,P	All	X	X	
Point Parallel Rendezvous/AC,P,RN,N	All	X		
Electronic Rendezvous/RN	All	X		
Receiver Directed Rendezvous/RN	All	X		
On Course/En Route Rendezvous/AC,P,RN,N	All	X		
Doppler Out Exercise/RN,N	1	X		
Alternate Navigation Systems Exercise/RN,N	2	X		
Weapons Control Panel Inoperative Exercise/N	All	X		
Radar Navigator Management Panel Inoperative Exercise/RN	All	X		
Processors Inoperative Exercise/RN,N	1	X		
Bomber Target Change Exercise/AC,P,RN,N	4	X		
Low Altitude Defensive Action Bomb Run/ALL	4	X		
High/Medium Altitude Defensive Action Bomb Run/ALL	5	X		
ACWD Training	All	X		
NOTE: * Indicates event may be logged for currency in the ATD. Missile currencies, may be updated in a simulator that has been certified Code 1 in SIMCERT. See **Table 4.6.** for missile currencies.				

5.2.6. As new weapons, such as J-series weapons, are added to the B-52 arsenal, initial qualification will be IAW the published weapon training program.

6.4.3. Ground Training. Upgrading MCC's must satisfactorily complete the following unit-developed blocks of instruction, if not received in another approved USAF/USN course, Strike Lead Attack Training Syllabus (SLATS), etc.), prior to certification as a MCC:

6.5.1. Program Entry. NVG qualification training may begin when the crew member has attained proficiency in flight operations.

6.6. Pre-Deployment Spin-Up Training. This training will be conducted prior to deploying in support of contingency operations (if time permits) or exercises. Det 2, USAFWS, is exempt from completing this training when deploying to Nellis AFB, Minot AFB, and NAS Cecil Field. 49 TES is exempt from this training when deploying to Nellis AFB, Minot AFB and Edwards AFB. The objective of this training is to ensure the crew members' ability to conduct all missions in support of expected tasking. Tasked units are responsible for contacting appropriate gaining command/operations to determine expected mission tasking. Additionally, contact HQ ACC/DOXF for site survey requirements. This assures the responding forces are prepared for the appropriate tasking and allows the responding OG/CC to tailor this training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible to implement this spin-up, prosecute the required missions, and determine the specific requirements necessary to reach the desired level of proficiency. Emphasis will be placed on training needed for missions not accomplished in daily operations. This training will be conducted IAW all applicable regulations.

6.7.2. An instructor pilot will fly with and recommend each aircraft commander cleared to supervise his pilot's touch-and-go landings, air refueling, and visual formation. The squadron commander approves and designates these pilots in writing. Aircraft commanders may be further certified to supervise any pilot in these events.

6.8.1. This program is to be used for training non-instructor aircraft commanders/radar navigators to right seat mission ready status and assigning them to a numbered crew as a copilot/navigator (numbered crew assignment is N/A for AFRC). Annual RAP training events can be logged from either seat the individual occupies. A dual seat qualified AC/RN must accomplish recurring qualification checks (IAW AFI 11-2B-52V2).
6.8.2. Individual training requirements may be accomplished from either crew position in additional to the Opposite Seat Exercise (OpStEx). This exercise is designed to maintain proficiency in critical events required to safely operate the aircraft and effectively perform the unit's missions. The exercise will be accomplished in the opposite seat to which the individual is assigned. Dual qualified crew members will update currency from either crew position.
6.8.3. Current Radar Navigators will demonstrate proficiency in right seat activity to an instructor of like specialty. As a minimum the Radar will demonstrate proficiency in Navigator duties during weapons delivery activity. Once proficiency is demonstrated the instructor will recommend dual seat qualification to the squadron commander. The squadron commander will designate dual seat qualified Radar Navigators on a letter of Xs.

6.13.2. JDAM/WCMD initial qualification training will consist of a minimum of 3 sorties for Radar Navigators and Navigators. Pilots and Electronic Warfare Officers will require a minimum of 1 sortie (if only one sortie is accomplished, the objectives of JDAM/WCMD 3 must be achieved). Each sortie will consist of approximately 3 hours of JDAM/WCMD training in a MOA either single ship or in formation.
6.13.2.1 JDAM/WCMD 1, Orientation--Mission Objectives: Familiarization with inflight operations. Specific Mission Tasks: Preflight, operating limitations, switchology, 1X-JDAM/WCMD Full Load Release in Auto Target/Auto Release mode, 2X-CF546 Weapon Target Assignment events, 3X-CF547 Target Data Modification events, 4X-CF548 Direct Target Definition events, 1X-CF549 Manual Initiated

Auto Target and 2 jettison procedure events. This sortie may be accomplished in the WST if the appropriate JDAM/WCMD events are certified code 1 by the most current SIMCERT.

6.14 JSOW Initial Qualification Training

6.14.1. All crewmembers will accomplish AGM-154, JSOW, initial academics ground training prior to any flight training.

6.14.2. JSOW initial qualification training will consist of a minimum of 3 sorties for RN and N. AC, P and EW require only one sortie but must meet the objectives of JSOW 3 as described in paragraph **6.14.2.3.**

6.14.2.1. JSOW 1, Orientation Mission Objectives. Familiarization with inflight operations. Specific Mission Tasks: Preflight, operating limitations, switchology. Accomplish the following JSOW activity: preplanned target attack, waypoint mission, 2 - direct attack releases focusing on the differences between an in-range and in-zone release, and target modification. This sortie is not required for instructors that are current and qualified in another J-series weapon.

6.14.2.2. JSOW 2, Proficiency and Tactics—Mission Objectives: Demonstrate proficiency in JSOW employment. Specific Mission Task: The same events as JSOW 1.

6.14.2.3. JSOW 3, Tactical Employment—Mission Objectives: Demonstrate proficiency in tactical employment of JSOW in a threat environment. After this sortie the crew member will comprehend the effects of defensive maneuvers on the LAR. If threat emitters are not collocated with the training area being used, threats will be simulated by instructor(s) on board the aircraft. Specific Mission Tasks: Same as JSOW 1.

Attachment 1, Abbreviations and Acronyms.

Delete BTC—Bomber Target Change.

Add ITA—In-flight Target Assignment.

Delete Joint Maritime Operations (JMO Air) definition.

Attachment 2, Glossary of Events

A2.3.1.1. Direct Attack Sortie (DATS): A training sortie designed to emphasize mission profile training utilizing direct attack munitions. Units are encouraged to use mixed loads on these sorties to maximize crew training. Any internal/external weapon load is allowable provided either external or internal stations are loaded with direct attack munitions (actual or simulated). Unit weapons officers are encouraged to develop realistic weapons load mixes based on possible OPLAN and contingency tasking. Log with other applicable RAP sortie events. As a minimum this sortie will include

A2.3.1.1.1. EA threat activity (reflecting the unit’s AOR) or Fighter Intercept Exercise (FIE).

A2.3.1.1.2. Defensive action Bomb Run (BR).

A2.3.1.1.3. An actual weapon release employing a conventional direct attack training shape or actual weapon is desired. Direct attack weapons will include all conventional gravity weapons, guided and unguided.

A2.3.1.1.4. Secure Voice / Have Quick / Voice SATCOM exercise is desired.

A2.3.1.2. Nuclear Training Sortie (NTS). (N/A: Det 2, USAFWS and AFRC) A training sortie designed specifically to emphasize the crew coordination required to accomplish the unit’s nuclear mission. Log with other RAP sortie events. Credit may be awarded provided ALCM/ACM and AFSAT/MILSTAR or MRT training activity is accomplished with at least two of the following events accomplished or on special test missions (i.e. BUSY LUGGAGE, GLOBAL SHADOW/CRUISE):

A2.3.1.2.1. AR.

A2.3.1.2.2. Quick Taxi/SIOP Departure Exercise or Alert Force Response Exercise
A2.3.1.2.3. Nuclear weapons delivery, high or low.
A2.3.1.2.4. FIE.
A2.3.1.2.5. EC Event (A/S).
A2.3.1.2.6. (Delete)
A2.3.1.3. Stand-Off Attack Training Sortie (SOATS): A training sortie designed to emphasize mission profile training utilizing stand-off attack munitions. Units are encouraged to use mixed loads on these sorties to maximize crew training. Any internal/external weapon load is allowable provided either external or internal load is simulated with stand-off attack munitions. Unit weapons officers are encouraged to develop weapon load mixes based on possible OPLAN and contingency tasking. Log with other applicable RAP sortie events. As a minimum, this sortie will include:
A2.3.1.3.1. EA activity (reflecting the unit's AOR), or FIE.
A2.3.1.3.2. A simulated weapon release employing conventional stand-off attack munitions is required. Stand-off attack weapons include all conventional missiles.
A2.3.1.3.3. Secure Voice/Have Quick/Voice AFSATCOM exercise is desired.
A2.3.1.4. Countersea Training Sortie (CSTS). A training sortie that emphasizes the B-52 maritime mission. Sortie profile will provide aerial mining or AGM-84, Harpoon, activity accomplished per applicable OPLAN. For Harpoon activity AC, P, RN, and N must be Harpoon qualified or under the supervision of a Harpoon qualified instructor of like specialty. Award credit if successful AGM-84 launch is accomplished or simulated or if an actual or simulated mine run was accomplished.

A2.3.5.1.6. Delete
A2.3.5.1.7. Delete

A2.3.8.2. Low Level Nav Leg. Day/VMC only—To receive credit, at least 20 minutes must be flown at a safe clearance altitude (SCA). The SCA will be determined during mission planning and provide a minimum of 800 feet clearance (500 feet over water) from the highest obstacle within 1 NM of the aircraft's planned flight path. SCAs will be determined for a maximum of 25 NM segments along the planned route of flight. During night or IMC operations crews will use the published IFR altitudes for published IR routes and published MSAs for SUA.

A2.3.9.2. Airborne Intercept Training (AIT). Airborne intercept training is intended to be accomplished as a crew event. Only one AIT may be awarded per crew position per scheduled fighter intercept period, however, a crew member may receive multiple credit if two separate fighter intercept periods are scheduled and accomplished. Defensive tactics and maneuvers are required for credit. EW may dual log E/C (A/A) if applicable.
A2.3.9.3. Chaff. Inflight dispensing of chaff in response to an actual or simulated threat or a dispenser exercise. Event requires actual release and logging is limited to one per sortie per EW. May be logged during a dispenser exercise if at least 6 bundles are dispensed.
A2.3.9.4. Flare. Inflight release of self-protection flares as a threat response or dispenser exercise. Event requires actual release and logging is limited to one per sortie.
A2.3.9.5. Have Quick. To receive credit, the crew member must properly configure the radio for Have Quick operation and complete at least one successful transmission and reception with a similarly equipped aircraft or ground station. The radio should be operated in the active mode to the maximum extent possible (e.g., air refueling, formation, etc.). The time of day (TOD) should be updated from a ground station master clock whenever possible. Only one event may be logged per sortie.

A2.3.9.6. Secure Voice. Requires proper radio configuration for Secure Voice operation and completion of at least one successful airborne voice transmission and reception with a similarly equipped aircraft. Only one event may be logged per sortie.
A2.3.9.7. Proficiency Exercise. An equipment calibration and interference check performed in accordance with flight manual procedures.
A2.3.9.8. Low Altitude EC. (AFRC if applicable) EA Threat activity that is accomplished in the low altitude environment during a Low Altitude Defensive Action Bomb Run. Dual Log with EC A/A or EC A/S as applicable.

A2.3.11. Weapons Delivery (WD). Indicates the total number of bomb runs or missile events. Log with the accomplishment of any type High, Medium, or Low altitude Bomb Run or Missile Event. Only one weapons delivery may be logged for each pass/run over a target complex.

A2.3.11.13. JDAM/WCMD Bomb Activity. Any JDAM/WCMD release using published procedures. Requires a minimum of 2 simulated releases on separate DMPIs. This event may only be logged once per sortie.
A2.3.11.14. Multi-Wave JDAM/WCMD Delivery. JDAM/WCMD release against 5 separate DMPIs on a single pass over the target area. Dual log with JDAM/WCMD Bomb Activity. This event may only be logged once per sortie.
A2.3.11.15. JDAM/WCMD Full Load Release. JDAM/WCMD Bomb Run in which the crew plans and attempts simulated release of 12 JDAM, or 16 WCMD, on separate DMPIs during a single pass over the target area. Crew must achieve a 75 percent success rate to be credible. This event may only be logged once per sortie.
A2.3.11.16. JDAM/WCMD Actual Release. An actual JDAM/WCMD weapon release from any altitude using published JDAM/WCMD procedures. May be dual logged with JDAM/WCMD Bomb Activity regardless of number of weapons released. This event may only be logged once per sortie.
A2.3.11.17. JDAM/WCMD Jettison Procedures. Accomplish the JDAM/WCMD jettison procedures checklist. May be accomplished after all bombing activity is completed. This event may only be logged once per sortie.
A2.3.11.18. JDAM/WCMD Retargeting exercise. Crew will retarget weapons using any of the following procedures (This event may only be logged once per sortie):
A2.3.11.19. Preplanned Attack. A J-series missile launch using mission planned data, with no manual retargeting of weapons. This event may only be logged once per sortie.
A2.3.11.20. Waypoint Mission. A J-series missile launch using one or more waypoints. Modification of a waypoint mission results in the mission becoming direct flight and eliminates the In-Zone LAR. This event may only be logged once per sortie.
A2.3.11.21. Direct Target Launch. A J-series missile mission entered by the aircrew that does not use mission planned data. Direct targets cannot use waypoints. This event may only be logged once per sortie.

A2.3.13.7. Night Vision Goggles (NVG) Exercise. To receive credit each pilot logging activity must use the NVG for a night high bomb run or a minimum 20 minutes of station keeping. The aircraft must be configured with NVG lighting attachments.
A2.3.13.8. Simulated Equipment Malfunction Run (SimuEqMalRun). May be logged with EA Threat Activity. Accomplish and schedule in accordance with ACCI 11-456.
A2.3.13.9. Doppler Out Exercise (DopplerOE). Takeoff will be made with the Doppler power switch off. The Doppler will remain off through first bombing activity. Use wind velocities provided by memory

point procedures or emergency set data. Do not credit when the INS is ground aligned or air-aligned on the ground. The GPS may be turned on, but will not be integrated with the OAS. Must be accomplished in conjunction with the first synchronous release at a site.
A2.3.13.10. Alternate Navigation Systems Exercise (AltNavSysEx). Take-off will be accomplished with the IMEs off. The IMEs will remain off from takeoff through the end of the first bombing activity. Heading will be resolved using alternate true heading calibration. The GPS may be turned on, but will not be integrated with the OAS.
A2.3.13.11. Radar Navigator Management Panel Inoperative Exercise (RNMgtPanInop). Accomplish a bomb run with the radar management panel inoperative or simulated inoperative. For simulated management panel inoperative CF "F" will be used from the initial point through the last release. May be logged with applicable "B" item.

A2.3.13.13. Formation Position Change (FormPC). Accomplish as directed in AFI 11-2B-52V3.
A2.3.13.14. Weapons Control Panel Inoperative Exercise (WeapCPInop). Accomplish an AGM-86B/86C/129/154 or JDAM/WCMD run with the WCP inoperative or simulated inoperative. For simulated WCP inoperative, CF "E" will be used from Missile Interface Unit (MIU) power application through missile launch.

A2.3.15.10. AGM-86B/129 Missile Retargeting Exercise. Accomplish Missile Retargeting Procedures for either ALCM or ACM on at least one missile. This procedure maybe accomplished using Retargeting (Entire Missile Load), Mission Substitution (Individual Missiles), or Manual Retargeting/Flex Targeting Procedures. Unit Training Officers will ensure crews accomplish a proper mix of the various retargeting options during the annual training cycle. Only one event may be credited per sortie.
A2.3.15.11. AGM-86C Missile Retargeting Exercise. Accomplish missile retargeting procedures for at least one missile. This procedure may be accomplished using retargeting (entire mission), or mission substitution (individual missiles) procedures. This event may be logged only once per sortie.
A2.3.15.12. AGM-86C Flex Targeting Exercise. Accomplish using flex targeting procedures for at least one missile. This event may be logged only once per sortie.
A2.3.15.13. AGM-86C Direct Targeting Exercise. Accomplish using direct targeting procedures for at least one missile. This event may be logged only once per sortie.
A2.3.15.14. AGM-86C Auto Retarget Exercise. Accomplish by causing missile launch countdown to “NO GO”. To attain the “NO GO” condition the crew will intentionally violate one or more of the AGM-86C launch parameters. Accomplish twice, once with auto retarget on, and once with auto retarget off. This event may be logged only once per sortie.

A2.3.16.1. Special Mission Planning Exercise (SpecMisPlan). An integral crew mission planning exercise designed to increase aircrew participation in sortie development and attack planning. All unit staff agencies may provide assistance, but the final game plan should come from the crew. This event should familiarize crews with planning factors, combat considerations, in-flight target assignment, rapid response bombing methods, weaponeering, FRAGs and Air Tasking Orders (ATO), and theater operations to help determine how they integrate into the friendly air plan of attack. Primary emphasis will be placed on hostile area penetration, tactics, weapons employment, and bomb run Initial Point selection. Targets and Initial Points should be visual points for low level operations. Mission plans may come from a FRAG Order or a unit FRAG developed by the unit OSS. This exercise should be against a real world target and flying activity should simulate the real world target plan as closely as possible. Crew employment of their plan is encouraged on a standard training mission. Bombing range activity including live or inert weapons

is essential. The aircraft commander will be the primary briefer and brief the crew on mission objectives, specific training items to accomplish and any additional areas of emphasis. The brief should include special procedures and tactics as well as all data necessary to complete the mission.

Attachment 4

TRAINING SHORTFALL REPORT

MEMORANDUM FOR MAJCOM/DOT

SUBJECT: XX SQ Training Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander determines will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force).

EVENT/SORTIE --PERCENT OF CMR CREWS (BY CREW POSITION)
--SPECIFIC REASON FOR SHORTFALL
--CORRECTIVE ACTION (IF ANY)
--LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training reporting system).

1st Ind, OG/CC
TO: HQ MAJCOM DOT
CC: NAF DO

Attachment 5

GLOBAL POWER TRAINING

A5.1. Purpose. Global Power is the unclassified nickname for HQ ACC-tasked bomber out-of CONUS long-range conventional strike deployment-employment capabilities needed to respond to the spectrum of Expeditionary Air Force engagement scenarios. Global Power missions are not intended to be a crew training requirement only, but rather a requirement for the unit, allowing each part of our warfighting team an opportunity to gain valuable experience. The benefit of these missions is to provide units with practice in joint operations, foreign country coordination, nonstandard mission planning and range activities, international flight planning, physiological aspects of long duration flights, aircraft phase flow and weapons load training.

A5.2. Global Power Requirements.

A5.2.1. HQ ACC/DOXD will schedule each bomber squadron for a minimum of two global power missions per AEF cycle in the consolidated planning order. It is recommended that one of the two global power missions be scheduled to occur within three months of AEF vulnerability. Participation in higher headquarters overseas exercises also qualifies for global power credit.

A5.2.2. The following requirements are the minimum training events needed to receive credit for each wing's Global Power mission. The requirements are based on likely power projection scenarios to support Expeditionary Air Force taskings that must respond across the spectrum of engagement options.

A5.2.2.1. Each unit must launch a sortie that is planned to transit international airspace, enter another CINC's AOR, accomplish an ADIZ penetration, then strike targets on an overseas range, depending on the deployment-employment scenario. Mission planning should include multiple targets in a medium to high threat environment and varied mission tasks.

A5.2.2.2. Each sortie must be a minimum of 13 hours to ensure the crew's experience the physiological effect of long duration flight. The length of the Global Power mission will depend upon the actual overseas range and the employment/deployment scenario.

A5.2.2.3. All Global Power missions are required to carry weapons with a planned release on an overseas range. While weather and airborne maintenance problems may prevent weapons release, units will receive GP credit if the launched with the intent of releasing weapons on a range. When mission scenario dictates, plan to release a mixed weapons load.

A5.2.2.4. Inflight planning replanning/retargeting exercise. Flexibility is a key ingredient to Global Power mission profiles. Each unit must be prepared to conduct an airborne re-planning/re-targeting exercise to the maximum extent possible.

A5.2.2.5. Global Command, Control and Communication Systems. HQ ACC will exercise "real world" command relations to the maximum extent possible (refer to **A5.3.** for basic guidelines). Ensure all communication systems available (MILSTAR, UHF voice, SATCOM, and other secure communication systems) are exercised on all Global Power training sorties.

A5.2.3. Mission Options. The following options reflect the most likely use of bombers across the spectrum of engagement:

A5.2.3.1. Round-robin missions: bombers launch from home station, conduct an employment mission to an overseas range, then land at home station. This option is the most demanding on aircrew and air refueling assets.

A5.2.3.2. Deployment-employment missions: bombers launch from the CONUS, release weapons on an overseas range, then land at a bomber FOL.

A5.2.3.3. Higher headquarters directed deployments: All JCS directed missions, CINC request for forces (participation in the EUCOM, PACOM, SOCOM, or CENTCOM AOR), and JCS exercise deployment sorties en route to overseas location, regardless of mission profile, will be considered Global Power missions.

A5.3. Command Relations. Each global power execution order, will specify command relations. Most global power missions accomplish title 10 training. Therefore, OPCON and TACON will remain with CINCUSJFCOM throughout the mission. The only exceptions to this guidance are JCS directed sorties and JCS directed responses to a CINC's request for forces.

A5.4. Funding. HQ ACC/DOXD manages the Global Power fund cite (PE11897) and has the authorization to fund TDY, per diem, and billeting costs of operation and maintenance personnel supporting the mission. DOXD will approve funding for GP missions on a case-by-case basis. The GP fund cite is not authorized for air shows or airlift requests.

A5.5. Scheduling. HQ ACC/DOXD will schedule, coordinate, and manage all Global Power missions. It will interface with overseas MAJCOMs, numbered air forces, and individual bomber units. Presently, Global Power taskings are contained in the ACC Consolidated Planning Order (CPO). Due to the dynamic nature of many exercises, dates may change, but this annual schedule will provide the framework units need to plan and will be changed only IAW the process identified in the ACC CPO. If a unit has an alternative plan they would like to execute in a particular quarter, they should inform DOXD with adequate lead time so that proper coordination may proceed. Global Power missions that require short-notice airlift or inflight refueling must be avoided.

A5.6. Public Affairs. Global Power missions are likely to attract media attention, and this is encouraged. Global Power by itself is unclassified, although the exercises it is connected with may be classified. All public affairs questions should be routed to the Office of Public Affairs, HQ ACC/PA, DSN 574-5007.

A5.7. Coordinating Authority. The following entry/exit procedures will be used by all bomber aircraft that are operating on Global Power missions in the specified AOR. These procedures do not replace any required exercise-specific reporting instructions.

A5.8. Theater Instructions:

A5.8.1. EUCOM AOR: The following procedure will be used when employing to or transiting the EUCOM AOR. Crossing 10W longitude eastbound, aircrew will establish a phone patch via HF radio to the USAFE Command Center (UCC), (DSN 480-8200/8202/8203/8258) call sign: CONTROL at Ramstein Air Base, Germany. Pass time of crossing, aircraft status, and ETA to target. The UCC will provide a weather update and confirm range availability if within the EUCOM AOR. This does not replace the need to communicate directly with the specific range for final confirmation. Keep the UCC advised of any deviations to the original planned operation (use of an alternate range, weather divert, etc.). Contact the UCC passing longitude 10W westbound to CONUS with brief mission report of how the operation went (successful or unsuccessful). If unsuccessful, pass reason. If exiting eastbound/entering westbound, make exit/entry report at 30E longitude to the UCC. Units will call the UCC on mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.8.2. PACOM AOR: The following procedure will be used when employing to or transiting the PACOM AOR. Westbound missions, upon crossing 130W longitude (including Alaska missions), and eastbound missions, upon crossing 60E longitude, aircrew will establish a phone patch via HF radio to the PACAF AMOC (DSN 449-4000) via phone patch or through the ACC Command Center (DSN 574-1555) with an advisory on mission status, intentions, and other pertinent information. The Command Center will pass along information as required that may apply to the mission (weather, range status, etc.). The same procedure will apply when the missions leave the AOR. Units will call PACAF/DOXE, DSN 449-8634 on

mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.8.3. CENTCOM: The following procedure will be used when employing in or transiting the CENTCOM AOR. Two weeks prior to the mission, the unit POC will contact the CENTCOM POC (CCJ3-P (Non JCS Exercise) DSN 968-6340 or CCJ3-E (JCS Exercise) DSN 968-6298) to detail command and control authority and specific communication requirements (call sign of controlling agency, SATCOM frequencies, DSN #, and number of reports required). NLT 20 minutes prior to entry into CENTCOM AOR one aircraft will contact the designated controlling agency via SATCOM or HF phone patch and pass along aircraft status, location, and other pertinent information. The controlling agency will pass along information as required that may apply to the mission (weather, range status, etc.). Call CENTCOM's controlling agency and request release when exiting their AOR. Contact CENTCOM/CCJ3, DSN 968-6340/6298 (FAX: 968-5829) on mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.8.4. OTHER AORs: There is no preferred procedure for entering and exiting other AORs. It is highly dependent on the individual country being entered and the exercise. Expect instructions from the specific unified command HQ on the specific entry/exit procedures.

A5.9. Individual Bomber Unit Responsibilities:

A5.9.1. Units will develop local guidance and procedures for all aspects of Global Power missions.

A5.9.2. Appoint an OSS primary and alternate POC to interface with HQ ACC on all Global Power matters. Ensure DOXD has a current name, message address, DSN number, and E-mail address (if applicable) for the OSS POC. All unit contact with DOXD will be coordinated through the OSS POC. Units will also designate a primary and alternate project officer for each Global Power mission to ensure proper coordination and information flow between all concerned. Both primary and alternate project officers must maintain total working knowledge of all aspects of their assigned mission.

A5.9.3. Maintain HQ ACC/DOXD as ìinfoî addressee on all message traffic associated with Global Power. Similarly info the concerned overseas MAJCOM and parent NAF.

A5.9.4. Normally, units will work range requests, fighter intercepts, ECM, and so on, through the exercise office of the particular overseas MAJCOM. Range guide information is available from other MAJCOM exercise offices or HQ ACC/DOXD to assist in planning for overseas range use.

A5.9.5. Units will consult ACC CPO to determine the type of exercise the Global Power mission will support (i.e. JCS, MAJCOM, etc.) in order to ensure the correct Air Refueling Support Priority (IAW AFI 11-221, *Air Refueling Management (KC-10 and KC-135),* **Attachment 1**) can be assigned. Contact DOXD if there is any question on the priority level to be assigned. ìHorseblanketî conferences are normally held in the middle month of the quarter for the following quarter (i.e. February for the April through June quarter).

A5.9.5.1. ìHorseblanketî requests are critical to ensure air refueling will happen where and when needed. Short-notice tanker requests should be avoided to the maximum extent possible. Unit will ensure they submit tanker requests with the proper priority level IAW AFI 11-221 **Attachment 1**.

A5.9.5.2. Because Global Power missions are tanker-intensive; units should consider any and all options to save fuel and cut down on the inflight refueling requirements.

A5.9.6. Units will consult/comply with the DOD Foreign Clearance Guide and COMACC OMNIBUS Plan - 96 for applicable guidance.

A5.9.7. Unit Intel Office will submit a threat advisory support request message IAW ACCI 14-250 NLT 10 working days prior to launch date. Unit Intel personnel will become familiar with procedures listed in the most recent edition of this Instruction as well any published guidance detailing advisory support procedures.

A5.9.8. Units may explore options to use if the mission cannot be accomplished as planned. However, alternate missions should be kept as simple as possible due to the complexity of the primary mission. Training events will be limited to the minimum required to accomplish the specific mission taskings and operational training.
A5.9.9. Provide a detailed summary of planned employment activity to DOXD NLT 3 weeks before the sortie date. This information may be provided via fax or e-mail to make the three-week suspense. However, ensure both HQ ACC and the parent NAF get the same information. Unit POCs will also contact HQ ACC/DOXD 48 hours prior to mission launch to update the three-week report. This may be done via telecom, fax, or e-mail. This summary will include:
A5.9.9.1. Date of launch (local date)
A5.9.9.2. Takeoff time (Zulu and local times)
A5.9.9.3. Landing time (Zulu and local times, and date)
A5.9.9.4. Landing location, if not home station
A5.9.9.5. Duration
A5.9.9.6. Number of aircraft in formation
A5.9.9.7. Number of airborne/ground spares
A5.9.9.8. Weapons carried: Type, number
A5.9.9.9. All activity planned; include bombing altitudes, fighter or ECM activity, etc.
A5.9.9.10. Range name/location
A5.9.9.11. TOT (Zulu and local times, and date)
A5.9.9.12. Threat Advisory Support Activity, actual and simulated
A5.9.9.13. Emergency/divert fields
A5.9.9.14. Air refueling information: Number of times; pounds onloaded per aircraft per refueling; tanker unit and type; A/R tracks; each ARIP.
A5.9.9.15. Route description (general verbal description of the route to facilitate development of a briefing slide).
A5.9.9.16. Return mission information if deploying (Same format as above).
A5.9.10. Inflight reports must be made to the unit command post. These reports, as a minimum, will include a takeoff report, end air refueling report, a strike report, and a landing report. Also, a report will be made anytime unplanned circumstances significantly affect the outcome of the mission, such as inflight emergency, divert, release system malfunction, weather, navigation problems, and so on. Crew judgment is the key when deciding what needs to be reported. The unit command post will relay all inflight reports to the HQ ACC Command Post, who will then up-channel reports to the ACC/DO. For USAFE AOR ask your command center to forward any pertinent information to the USAFE Command Center (UCC) (DSN 480-8200/8202/8203/8258).
A5.9.11. Within 3 days after the mission, a call must be made to DOXD with a verbal report on the mission. This is not an official after-action report but a generalized ìhow it wentî briefing. All information on the pre-mission (3-week) report should be updated with the actual mission results to include threat advisory support results. EXCEPTION: if anything occurs during the mission that needs to be briefed to the ACC Staff (diversion, emergency, diplomatic incident, etc.), call ACC Command Center, DSN 574-1555, immediately. If in doubt, call.

A5.10. Crew Rest and Flight Duty Limitations:

A5.10.1. Crew Rest: Aircrew and DNIF cover aircrew will be identified no later than 72 hours prior to launch. The aircrew will be relieved of non-mission related duties 48 hours prior to launch. Units will consider using preflight crews to minimize crew duty day. Post-flight crew rest should be proportionate to the length of the flight duty period. Longer flight duty periods will require longer crew rest periods.

Post-flight crew rest requirements may range from a minimum of 24 hours for shorter missions to 36 hours or greater to allow two nights normal sleep for recovery from longer missions.

A5.10.2. Maximum Flight Duty Period: Authority to waive maximum flight duty period as defined in AFI 11-202, Vol 3, (AFI 11-401, Table 7.1) (including Global Power missions), is delegated to wing commanders or equivalent by AFI 11-202, Vol 3, (AFI 11-401/ACC Sup 1 paragraph 7.10.1) with the following exceptions: Any flight duty period exceeding 30 hours for B-1 and B-2 aircrew or 40 hours for B-52 aircrew will require a specific waiver from HQ ACC/DO. It is highly recommended that units contact Air Force Research Laboratory, Biodynamics and Protection Division (DSN 240-8140) for missions exceeding 24 hours. The Biodynamics and Protection Division can provide a mission fatigue management timeline. The timeline will provide information on sleep/wake cycles and light (night/day) levels expected for route of flight. Requirements for the timeline are latitudes and longitudes of route of flight, T/O and land times, AR times, and low level times faxed to them (DSN 240-2761) at least 24 hours in advance (do not send sensitive data).

A5.10.3. Units are encouraged to use any reasonable means to shorten an already extended crew duty day, such as using preflight crews, minimizing show times, etc. Additionally, during the planning of Global Power missions, planners should review TOTs and the way in which these will impact aircraft launch and recovery times. Every attempt should be made to minimize conflict with crew circadian rhythms. Where possible, avoid scheduling critical phases of flight during normal sleep periods (such as 2300 through 0600 hours home-base time).

A5.11. Human Factors/Physiological Issues:

A5.11.1. Unit planners will contact unit flight surgeons upon initiation of planning. Factors to be considered include pre- and post-flight crew rest, use of medication, required human factors briefings and scheduling of inflight activities. The unit flight surgeon will act as liaison with Air Force Research Laboratory and request on scene assistance as needed. The mission fatigue timeline and other related aircrew fatigue management documents may function as source documents for guidance.

A5.11.2. Unit flight surgeons will ensure medications (Go/No Go) are used IAW current AF/XO and ACC/DO/SG message guidance HQ ACC/SG guidelines.

A5.11.3. Unit flight surgeons will also ensure aircrew receive briefings on human performance and physiological issues related to long duration missions.

A5.11.4. The OSS wing life support officer will develop a long duration flight equipment package (i.e. noise reduction headsets, piddle packs, mattress, sleeping bag, etc.). Use of quick-don masks is authorized to satisfy AFI 11-202, Vol 3, oxygen requirements for long duration flights. Use of long duration flight equipment, to include quick-don oxygen masks, is restricted to periods of high altitude cruise flight. Ejection seat requirements for high altitude cruise removal of parachute/torso harness in AFI 11-202, Vol III, must be complied with.

A5.12. Office of Primary Responsibility. Office of Primary Responsibility for this program is HQ ACC/DOXD, 205 Dodd Blvd., Suite 206, Langley Air Force Base, Virginia, 23665-2789; DSN 574-0461.E-mail address is **mailto:acc.DOXD@langley.af.mil** or **mailto:acc.DOXD@langley.af.smil.mil**.